

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

45825

DATE

4-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

4-01-88

24.00

24.00

211565

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE. BLDG. 2
PORTLAND, OREGON 97217

211565

24-12 552
1230

PAY
TO

LIBERTY EQUIPMENT & SUPPLY
P.O. BOX 1645
VANCOUVER, WA 98668

DATE

APRIL 01, 1988

CHECK NO.

211565

AMOUNT

*****24.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

SI041984

NWMAR139447

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
45000

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	9.00		9.00

211568

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211568

24-12 552
1230

PAY
TO

LIPS PROPELLERS
P.O. BOX 17161
PORTLAND, OR 97217

DATE
APRIL 01, 1988

CHECK NO.
211568

AMOUNT
*****9.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

Miller & Smith
Gilbert A. Miller

(b) (6)

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

47035

DATE

4-01-88

INVOICE NO	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	4.00		4.00

211569

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211569

24-12 552
1230

PAY
TO

M.E.I. - CHARLTON, INC.
2233 S.W. CANYON RD.
PORTLAND, OR 97201

DATE

APRIL 01, 1988

CHECK NO.

211569

AMOUNT

*****4.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Janis
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

47110

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	13.00		13.00

211570

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211570

24-12 552
1230

PAY
TO

MQS INSPECTION, INC.
P.O. BOX 1531
ELK GRV VLG IL 60009-1531

DATE

APRIL 01, 1988

CHECK NO.

211570

AMOUNT

*****13.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Janit
Gilbert A. Miller

SI041989

NWMAR139450

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
47130

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	11.00		11.00

211571

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211571

24-12 552
1230

PAY
TO

M.Q.S.
P O BOX 1531
ELK GRV VLG IL 60009-1531

DATE
APRIL 01, 1988

CHECK NO.
211571

AMOUNT
*****11.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Jant
Gilbert W. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
47200

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	6.00		6.00

211572

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211572

24-12 552
1230

PAY
TO

MACADAM ALUMINUM
1255 N. COLUMBIA BLVD.
PORTLAND, OREGON 97217

DATE
APRIL 01, 1988

CHECK NO.
211572

AMOUNT
*****6.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

Miller & Smith
Gilbert A. Miller

(b) (6)

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
47250

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	115.00		115.00

211573

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211573

24-12 552
1230

PAY
TO

MACGREGOR NAVIRE
135 DERMODY ST.
CRAWFORD, NJ 07016

DATE
APRIL 01, 1988

CHECK NO.
211573

AMOUNT
*****115.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller # Joint
Gilbert M. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

47275

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	5.00		5.00

211574

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211574

24-12 552
1230

PAY
TO

MACHINISTS, INC.
751 S. MICHIGAN
SEATTLE, WA 98108

DATE

APRIL 01, 1988

CHECK NO.

211574

AMOUNT

*****5.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William St. John
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

47495

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	33.00		33.00

211575

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211575

24-12 552
1230

PAY
TO

MACRO MANUFACTURING CO.
9625 N. RAMSEY BLVD.
PORTLAND, OR 97203

DATE

APRIL 01, 1988

CHECK NO.

211575

AMOUNT

*****33.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller St Janis
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
47604

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	28.00		28.00

211576

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211576

24-12 552
1230

PAY
TO

MARLO COIL
% F.H. MCLAUGHLIN
PO BOX 206
BELMONT, CA 94002

DATE
APRIL 01, 1988

CHECK NO.
211576

AMOUNT
*****28.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

Miller
Gilbert Miller

(b) (6)

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

47809

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	7.00		7.00

211577

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211577

24-12 552
1230

PAY
TO

MANUFACTURER'S TOOL SERVIC
2839 S.E. MILWAUKIE AVE.
PORTLAND, OR 97202

DATE

APRIL 01, 1988

CHECK NO.

211577

AMOUNT

*****7.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller St Jant
Gilbert Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

47820

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1985	4-01-88	10.00		10.00

211578

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211578

24-12 552
1230

PAY
TO

MAR-DUSTRIAL SALES, INC.
4865 N. LAGOON
PORTLAND, OR 97217

DATE

APRIL 01, 1988

CHECK NO.

211578

AMOUNT

*****10.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller St Joint
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

47880

DATE

4-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

4-01-88

420.00

420.00

Voided 5/3/88

211579

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211579

24-12 552
1230

PAY
TO

MARINE CARPENTERS H & W FN
P.O. BOX 44425
SAN FRANCISCO, CA 94144

DATE

APRIL 01, 1988

CHECK NO.

211579

AMOUNT

*****420.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

William H. Jant
Gilbert H. Miller

(b) (6)

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
47885

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1985	4-01-88	1,414.00		1,414.00
VOIDED 5/11/88				

211580

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211580

24-12 552
1230

PAY
TO

MARINE CARPENTERS PENSION
P.O. BOX 44425
SAN FRANCISCO, CA 94144

DATE
APRIL 01, 1988

CHECK NO.
211580

AMOUNT
*****1,414.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

William H. Smith
Gilbert A. Miller

(b) (6)

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
47892

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	10.00		10.00

211581

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211581

24-12 552
1230

PAY
TO

MARINE ENGINEERING SPEC. C
300 NEWHALL ST.
SAN FRANCISCO CA 94124

DATE
APRIL 01, 1988

CHECK NO.
211581

AMOUNT
*****10.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

Miller St. Joint
Gilbert A. Miller

(b) (6)

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

48070

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	22.00		22.00

211582

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211582

24-12 552
1230

PAY
TO

MARINE PROPULSION SERVICES
5555 N. CHANNEL AVE. BLDG.
PORTLAND, OR 97217

DATE

APRIL 01, 1988

CHECK NO.

211582

AMOUNT

*****22.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Smith
Gilbert Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

48085

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	75.00		75.00

211583

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211583

24-12 552
1230

PAY
TO

MARINE SAFETY EQUIPMENT CO
C/O W.B. ARNOLD CO., INC.
376 IGNACIO BLVD.
NAVATO, CA 94947

DATE

APRIL 01, 1988

CHECK NO.

211583

AMOUNT

*****75.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller # Joint
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

48100

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	43.00		43.00

211584

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211584

24-12 552
1230

PAY
TO

MARINE TECHNICAL SERVICE
2230 N E 159TH
PORTLAND OR 97230

DATE

APRIL 01, 1988

CHECK NO.

211584

AMOUNT

*****43.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller St. Joint
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

48130

DATE

4-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

4-01-88

115.00

115.00

211585

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211585

24-12 552
1230

PAY
TO

MARINERS SUPPLY COMPANY, I
4865 N. LAGOON AVE.
PORTLAND, OR 97217

DATE

APRIL 01, 1988

CHECK NO.

211585

AMOUNT

*****115.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller St. Joint
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
48775

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	4.00		4.00

211587

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211587

24-12 552
1230

PAY
TO

THE MASON & DIXON LINES
P.O. BOX 777
KINGSPORT, TN 37662

DATE
APRIL 01, 1988

CHECK NO.
211587

AMOUNT
*****4.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert W. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
48780

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	100.00		100.00

211588

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211588

24-12 552
1230

PAY
TO

MASONITE CORPORATION
INORGANIC TECHNOLOGIES DIV
3715 ATLANTA INDUST. PKWY.
ATLANTA, GA 30331

DATE
APRIL 01, 1988

CHECK NO.
211588

AMOUNT
*****100.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Robert W. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
49435

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	12.00		12.00

211589

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211589

24-12 552
1230

PAY
TO

MC GUIRE BEARING CO.
947 S.E. MARKET ST.
PORTLAND, OR 97214

DATE
APRIL 01, 1988

CHECK NO.
211589

AMOUNT
*****12.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

Miller & Smith
Gilbert D. Miller

(b) (6)

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

49554

DATE

4-01-88

INVOICE NO	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	35.00		35.00

211590

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211590

24-12 552
1230

PAY
TO

RAY MCMASTER
9473 N ST LOUIS
PORTLAND OR 97203-2272

DATE

APRIL 01, 1988

CHECK NO.

211590

AMOUNT

*****35.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller
Gilbert Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

50250

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	65.00		65.00

211591

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211591

24-12 552
1230

PAY
TO

METRA STEEL CO.
P.O. BOX 3154
PORTLAND, OR 97208

DATE

APRIL 01, 1988

CHECK NO.

211591

AMOUNT

*****65.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

Miller St Janit
Gilbert A Miller

(b) (6)

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
51705

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	48.00		48.00

211592

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211592

24-12 552
1230

PAY
TO

MOCK MANUFACTURING
777 RUTLAND ROAD
BROOKLYN, NY 11203

DATE
APRIL 01, 1988

CHECK NO.
211592

AMOUNT
*****48.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

Miller # Joint
Gilbert A. Miller

(b) (6)

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

51825

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	48.00		48.00

211593

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211593

24-12 552
1230

PAY
TO

MODULAIRE IND W/M OF OR
P O BOX 11619
PORTLAND OR 97211

DATE

APRIL 01, 1988

CHECK NO.

211593

AMOUNT

*****48.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Smith
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
51850

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	192.00		192.00

211594

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211594

24-12 552
1230

PAY
TO

MOLNAR SERVICE
P.O. BOX 55576
SEATTLE, WA 98155

DATE
APRIL 01, 1988

CHECK NO.
211594

AMOUNT
*****192.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

Miller # Jan #
Gilbert M. Miller

(b) (6)

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

53510

DATE

4-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

4-01-88

83.00

83.00

211597

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211597

24-12 552
1230

PAY
TO

C. H. MURPHY INC.
5565 N. DOLPHIN ST.
PORTLAND, OREGON 97217

DATE

APRIL 01, 1988

CHECK NO.

211597

AMOUNT

*****83.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller #3109
Gilbert Miller

SI042016
NWMAR139474

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

53900

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	182.00		182.00

211599

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211599

24-12 552
1230

PAY
TO

PLUMBERS & PIPEFITTERS NAT
4701 LYDELL RD
CHEVERLY MD. 20781

DATE

APRIL 01, 1988

CHECK NO.

211599

AMOUNT

*****182.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Jant
Gilbert W. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

54165

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	45.00		45.00

211600

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211600

24-12 552
1230

PAY
TO

NAVY CASH
CODE 57.2
NAVAL SUPPLY CENTER
BREMERTON WA 98314-5100

DATE

APRIL 01, 1988

CHECK NO.

211600

AMOUNT

*****45.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller St. Joint
Gilbert W. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

54233

DATE

4-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

4-01-88

77.00

77.00

211601

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211601

24-12 552
.1230

PAY
TO

NELSON STUD WELDING
BOX 5035N
CLEVELAND, OH 44193

DATE

APRIL 01, 1988

CHECK NO.

211601

AMOUNT

*****77.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

William H. Smith
Gilbert A. Miller

(b) (6)

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

54235

DATE

4-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

4-01-88

5.00

5.00

211602

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211602

24-12 552
1230

PAY
TO

WALTER E. NELSON COMPANY
1336 N. MASON STREET
PORTLAND, OR 97217

DATE

APRIL 01, 1988

CHECK NO.

211602

AMOUNT

*****5.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Jant
Gilbert W. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

54507

DATE

4-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

4-01-88

213.00

213.00

211603

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211603

24-12 552
1230

PAY
TO

NEW ENGLAND TRAWLER EQUIPM
291 EASTERN AVENUE
CHELSEA, MASS 02150

DATE

APRIL 01, 1988

CHECK NO.

211603

AMOUNT

*****213.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Smith
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

54860

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	17.00		17.00

211604

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211604

24-12 552
1230

PAY
TO

D.P. NICOLI, INC.
19600 S.W. CIPOLE RD.
SHERWOOD, OREGON 97140

DATE

APRIL 01, 1988

CHECK NO.

211604

AMOUNT

*****17.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller # Joint
Gilbert W. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

55018

DATE

4-01-88

INVOICE NO	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	61.00		61.00

211605

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211605

24-12 552
1230

PAY
TO

RONALD NISBET ASSOCIATES,
P.O. BOX 1186
SAN PEDRO, CA 90733

DATE

APRIL 01, 1988

CHECK NO.

211605

AMOUNT

*****61.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Jant
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

55340

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	31.00		31.00

211606

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211606

24-12 552
1230

PAY
TO

NORTH COAST CANVAS PRODUCT
1916 N. W. OVERTON ST.
PORTLAND, OR 97209

DATE

APRIL 01, 1988

CHECK NO.

211606

AMOUNT

*****31.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

Miller & Janis
Gilbert & Miller

(b) (6)

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

55389

DATE

4-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

4-01-88

5.00

5.00

211607

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211607

24-12 552
1230

PAY
TO

NORTHERN AIR FREIGHT
BOX 68728
SEATTLE, WA. 98188

DATE

APRIL 01, 1988

CHECK NO.

211607

AMOUNT

*****5.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller St. Joint
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
55399

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	75.00		75.00

211608

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211608

24-12 552
1230

PAY
TO

NORTHWEST AIR GAS INC
11912 N.E. HWY 99
VANCOUVER WA 98686

DATE
APRIL 01, 1988

CHECK NO.
211608

AMOUNT
*****75.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

Miller # Jani
Gilbert Miller

(b) (6)

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

55427

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	5.00		5.00

211609

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211609

24-12 552
1230

PAY
TO

NORTHWEST COPPER WORKS, IN
1303 N. RIVER
PORTLAND OREGON 97212

DATE
APRIL 01, 1988

CHECK NO.
211609

AMOUNT
*****5.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

Miller St Joint
Gilbert Miller

(b) (6)

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
55550

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	46.00		46.00

211610

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211610

24-12 552
1230

PAY
TO

NORTHWEST TESTING LABORATO
P.O. BOX 17126
PORTLAND, OR 97217

DATE
APRIL 01, 1988

CHECK NO.
211610

AMOUNT
*****46.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

Miller & Janis
Gilbert A. Miller

(b) (6)

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

55692

DATE

4-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

4-01-88

35.00

35.00

211611

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211611

24-12 552
1230

PAY
TO

NORTON CHEMPLAST
P.O. BOX 468
KEARN, NJ 07032

DATE

APRIL 01, 1988

CHECK NO.

211611

AMOUNT

*****35.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

Miller & Janis
Gilbert & Miller

(b) (6)

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

56388

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	70.00		70.00

211612

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211612

24-12 552
1230

PAY
TO

OCEANIC MARINE ENT
85 INDUSTRIAL
SAN FRANCISCO, CALIF 94124

DATE

APRIL 01, 1988

CHECK NO.

211612

AMOUNT

*****70.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller St. Janit
Gilbert Miller

SI042031
NWMAR139488

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
56550

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	26.00		26.00

211613

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211613

24-12 552
1230

PAY
TO

THE OIL POLISHING CO.
224 W. PLAZA BLVD.
NATIONAL CITY, CA 92050

DATE
APRIL 01, 1988

CHECK NO.
211613

AMOUNT
*****26.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Janit
Gilbert Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

56560

DATE

4-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

4-01-88

86.00

86.00

211614

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211614

24-12 552
1230

PAY
TO

OIL FILTER SERVICE CO.
615 SE MARKET ST.
PORTLAND, OR 97214

DATE

APRIL 01, 1988

CHECK NO.

211614

AMOUNT

*****86.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Janis
Gilbert Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

56851

DATE

4-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

4-01-88

8.00

8.00

211615

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211615

24-12 552
1230

PAY
TO

OMEGA FASTENERS
P.O. BOX 1270
ISSAQUAH, WA 98027

DATE

APRIL 01, 1988

CHECK NO.

211615

AMOUNT

*****8.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

SI042034

NWMAR139491

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

57002

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	2,438.00		2,438.00

211616

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211616

24-12 552
1230

PAY
TO

OR & SW WASH PNTRS TF
PO BOX 12245
PORTLAND, OREGON 97212

DATE

APRIL 01, 1988

CHECK NO.

211616

AMOUNT

*****2,438.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Smith
Gilbert Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

57031

DATE

4-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

4-01-88

9.00

9.00

211617

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211617

24-12 552
1230

PAY
TO

OREGON BRASS WORKS
1127 S. E. 10TH AVE.
PORTLAND, OR 97214

DATE

APRIL 01, 1988

CHECK NO.

211617

AMOUNT

*****9.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

Miller #3109
Gilbert A. Miller

(b) (6)

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

57060

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	41.00		41.00

211618

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211618

24-12 552
1230

PAY
TO

OREGON DESIGN SERVICES
2717 N. KILLINGSWORTH
P.O. BOX 17353
PORTLAND, OREGON 97217

DATE

APRIL 01, 1988

CHECK NO.

211618

AMOUNT

*****41.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Smith
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
57234

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	1,944.00		1,944.00

211619

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211619

24-12 552
1230

PAY
TO

OR LABORERS-EMP. TF
2929 NW 31ST AVE
PORTLAND, OREGON 97210

DATE
APRIL 01, 1988

CHECK NO.
211619

AMOUNT
*****1,944.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Jant
Robert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

57285

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	48.00		48.00

211620

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211620

24-12 552
1230

PAY
TO

OREGON METAL SLITTERS
2245 N.W. SUFFOLK
PORTLAND, OR. 97210

DATE

APRIL 01, 1988

CHECK NO.

211620

AMOUNT

*****48.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

Miller & Janis
Gilbert A. Miller

(b) (6)

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

58214

DATE

4-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

4-01-88

27.00

27.00

211621

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211621

24-12 552
1230

PAY
TO

P.D.S. INC.
1411 HARDING AVE.
NATIONAL CITY, CALIF. 92050

DATE

APRIL 01, 1988

CHECK NO.

211621

AMOUNT

*****27.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller St. Joint
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
58380

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	65.00		65.00

211622

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211622

24-12 552
1230

PAY
TO

PACIFIC COAST BEN TRFD
PO BOX C 34078
SEATTLE, WA 98124-1078

DATE
APRIL 01, 1988

CHECK NO.
211622

AMOUNT
*****65.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

Miller St Janit
Gilbert Miller

(b) (6)

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

58490

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	93.00		93.00

211623

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211623

24-12 552
1230

PAY
TO

PACIFIC DETROIT DIESEL ALL
5061 N. LAGOON AVE.
PORTLAND, OR 97217

DATE

APRIL 01, 1988

CHECK NO.

211623

AMOUNT

*****93.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert H. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

58562

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	6.00		6.00

voided 4-11-88

211624

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211624

24-12 552
1230

PAY
TO

PAC. COAST SHIPYARD LTT
720 OLIVE WAYSUITE 2
SEATTLE, WA 98101

DATE

APRIL 01, 1988

CHECK NO.

211624

AMOUNT

*****6.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

*Miller & Janis
Gilbert Miller*

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

58610

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	13.00		13.00

211625

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211625

24-12 552
1230

PAY
TO

PACIFIC INSULATION
5716 N.E. HASSALO
PORTLAND, OREGON 97213

DATE

APRIL 01, 1988

CHECK NO.

211625

AMOUNT

*****13.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Smith
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
58630

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	20.00		20.00

211626

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211626

24-12 552
1230

PAY
TO

PACIFIC MACHINERY & TOOL S
3445 N. W. LUZON ST.
PORTLAND, OR 97210

DATE
APRIL 01, 1988

CHECK NO.
211626

AMOUNT
*****20.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

Miller # Joint
Gilbert A. Miller

(b) (6)

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

58640

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	10.00		10.00

211627

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211627

24-12 552
1230

PAY
TO

PACIFIC MARINE DISTR.
P.O. BOX 10323
PORTLAND, OR 97210

DATE

APRIL 01, 1988

CHECK NO.

211627

AMOUNT

*****10.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

Miller & Janis
Gilbert Miller

(b) (6)

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

58670

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	104.00		104.00

211628

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211628

24-12 552
1230

PAY
TO

PACIFIC METAL CO.
P.O. BOX 5033
PORTLAND, OR 97208

DATE

APRIL 01, 1988

CHECK NO.

211628

AMOUNT

*****104.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Janis
Gilbert Miller

SI042047

NWMAR139504

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

58680

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	88.00		88.00

211629

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211629

24-12 552
1230

PAY
TO

PACIFIC NORTHWEST BELL
P.O. BOX 3881
PORTLAND, OR 97251

DATE

APRIL 01, 1988

CHECK NO.

211629

AMOUNT

*****88.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Robert W. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
58691

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	3,169.00		3,169.00

211630

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211630

24-12 552
1230

PAY
TO

PACORD, INC.
2700 HOOVER AVE UNIT B
NAT'L CITY CA 92050-6626

DATE
APRIL 01, 1988

CHECK NO.
211630

AMOUNT
*****3,169.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

Miller & Janit
Gilbert Miller

(b) (6)

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

60000

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	193.00		193.00

211631

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211631

24-12 552
1230

PAY
TO

PARAMOUNT SUPPLY CO.
P.O. BOX 14096
PORTLAND, OR 97214

DATE

APRIL 01, 1988

CHECK NO.

211631

AMOUNT

*****193.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Janis
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

60177

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	20.00		20.00

211632

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211632

24-12 552
1230

PAY
TO

PARR LUMBER CO.
1320 N. W. 19TH AVE.
PORTLAND, OR 97209

DATE

APRIL 01, 1988

CHECK NO.

211632

AMOUNT

*****20.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

60245

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	14.00		14.00

211633

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211633

24-12 552
1230

PAY
TO

DON PATCHIN PROPELLOR SERV
P.O. BOX 230423
TIGARD, OREGON 97223

DATE

APRIL 01, 1988

CHECK NO.

211633

AMOUNT

*****14.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller # Jan #
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
60280

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	81.00		81.00

211634

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211634

24-12 552
1230

PAY
TO

PATENT SCAFFOLDING COMPANY
8111 FIRST AVENUE SOUTH
SEATTLE, WA 98108

DATE
APRIL 01, 1988

CHECK NO.
211634

AMOUNT
*****81.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Smith
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

61020

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	27.00		27.00

211636

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211636

24-12 552
1230

PAY
TO

PERFORMANCE CONTRACTING
3201 13TH AVE., S.W.
SEATTLE, WA 98134

DATE

APRIL 01, 1988

CHECK NO.

211636

AMOUNT

*****27.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Jant
Gilbert W. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

61086

DATE

4-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986 4-01-88

17.00

17.00

211637

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211637

24-12 552
1230

PAY
TO

PETERS OFFICE SUPPLY
338 N. W. NINTH
PORTLAND, OR 97209

DATE

APRIL 01, 1988

CHECK NO.

211637

AMOUNT

*****17.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Gilbert A. Miller
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
61368

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	16.00		16.00

211639

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211639

24-12 552
1230

PAY
TO

PHILADELPHIA GEAR CORP.
C/O NORMAN RUPP CO.
7820 N.E. HOLMAN, SUITE B7
PORTLAND, OR 97218

DATE
APRIL 01, 1988

CHECK NO.
211639

AMOUNT
*****16.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Smith
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

61980

DATE

4-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

4-01-88

93.00

93.00

211640

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211640

24-12 552
1230

PAY
TO

PIONEER STERILIZED CLOTH
P.O. BOX 5614
PORTLAND, OR 97228

DATE

APRIL 01, 1988

CHECK NO.

211640

AMOUNT

*****93.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller St Janit
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

62205

DATE

4-01-88

INVOICE NO	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	2,547.00		2,547.00

211642

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211642

24-12 552
1230

PAY
TO

PLUMBG & PIPE FTG IND TF
P.O. BOX 4100-01
PORTLAND, OREGON 97208

DATE

APRIL 01, 1988

CHECK NO

211642

AMOUNT

*****2,547.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Janis
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
62234

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	49.00		49.00

211643

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211643

24-12 552
1230

PAY
TO

POLYCRETE, INC.
P.O. BOX 88088
SEATTLE, WA 98188

DATE
APRIL 01, 1988

CHECK NO.
211643

AMOUNT
*****49.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Smith
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

62235

DATE

4-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

4-01-88

5.00

5.00

211644

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211644

24-12 552
1230

PAY
TO

PONDER BURNER, INC
5416 N. VANCOUVER
PORTLAND, OREGON 97217

DATE

APRIL 01, 1988

CHECK NO.

211644

AMOUNT

*****5.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller # Joint
Gilbert W. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

62236

DATE

4-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

4-01-88

21.00

21.00

211645

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211645

24-12 552
1230

PAY
TO

PONY EXPRESS MAINTENANCE C
516 SE MORRISON
PO BOX 66273
PORTLAND, OR 97266-0273

DATE

APRIL 01, 1988

CHECK NO.

211645

AMOUNT

*****21.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Jant
Gilbert A. Miller

SI042064
NWMAR139518

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

62250

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	131.00		131.00

211646

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211646

24-12 552
1230

PAY
TO

POPE RIGGING LOFT, INC.
P.O. BOX 10558
PORTLAND, OR 97210

DATE

APRIL 01, 1988

CHECK NO.

211646

AMOUNT

*****131.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Jant
Gilbert W. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
62265

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	ACCOUNT	NET AMOUNT
1986	4-01-88	20.00		20.00

211647

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211647

24-12 552
1230

PAY
TO

PORT PLASTICS, INC.
3321 N. W. GUAM
PORTLAND, OR 97210

DATE
APRIL 01, 1988

CHECK NO.
211647

AMOUNT
*****20.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Janis
Gilbert M. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

62273

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	5.00		5.00

211648

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211648

24-12 552
1230

PAY
TO

PORTCO
4200 COLUMBIA WAY
VANCOUVER, WA 98661

DATE

APRIL 01, 1988

CHECK NO.

211648

AMOUNT

*****5.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller # Joint
Gilbert Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
62430

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	20.00		20.00

211649

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211649

24-12 552
1230

PAY
TO

PORTLAND GEAR WORKS
P.O. BOX 10646
PORTLAND, OR 97210

DATE
APRIL 01, 1988

CHECK NO.
211649

AMOUNT
*****20.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

62435

DATE

4-01-88

INVOICE NO	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	40.00		40.00

211650

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211650

24-12 552
1230

PAY
TO

PORTLAND GENERAL ELECTRIC
P.O. BOX 4403
PORTLAND, OR 97254

DATE

APRIL 01, 1988

CHECK NO.

211650

AMOUNT

*****40.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Smith
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

62700

DATE

4-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

4-01-88

90.00

90.00

211651

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211651

24-12 552
1230

PAY
TO

PORTLAND VALVE & FITTING C
P.O. BOX 12152
PORTLAND, OR 97212

DATE

APRIL 01, 1988

CHECK NO.

211651

AMOUNT

*****90.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

SI042070
NWMAR139524

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
63260

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	16.00		16.00

211652

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211652

24-12 552
1230

PAY
TO

POWER RENTS
10380 S.W. CASCADE BLVD
TIGARD, OR 97223-4399

DATE
APRIL 01, 1988

CHECK NO.
211652

AMOUNT
*****16.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller St Joint
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

63527

DATE

4-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

4-01-88

4.00

4.00

211653

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211653

24-12 552
1230

PAY
TO

PRESIDIO COATINGS, INC.
1521 ROOSEVELT
NATIONAL CITY, CA 92050

DATE

APRIL 01, 1988

CHECK NO.

211653

AMOUNT

*****4.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Jant
Gilbert W. Miller

SI042072
NWMAR139526

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
53583

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	133.00		133.00

211654

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211654

24-12 552
1230

PAY
TO

PRIME COMPUTER
9490 S.W. GEMINI DRIVE
BEAVERTON, OREGON 97005

DATE
APRIL 01, 1988

CHECK NO.
211654

AMOUNT
*****133.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Smith
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
63747

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	87.00		87.00

211655

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211655

24-12 552
1230

PAY
TO

PRODUCTION SUPPLY CO.
7038 S. 196TH STREET
KENT, WA 98032

DATE
APRIL 01, 1988

CHECK NO.
211655

AMOUNT
*****87.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Smith
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

63806

DATE

4-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

4-01-88

688.00

688.00

211657

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211657

24-12 552
1230

PAY
TO

PROPULSION CONTROLS ENG.
P.O. BOX 13606
SAN DIEGO, CA 92113-0606

DATE

APRIL 01, 1988

CHECK NO.

211657

AMOUNT

*****688.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Smith
Gilbert A. Miller

SI042076
NWMAR139529

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

65690

DATE

4-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

4-01-88

108.00

108.00

211660

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211660

24-12 552
1230

PAY
TO

RELIANCE ELECTRIC
DRAWER CS198186
ATLANTA, GA 30384

DATE

APRIL 01, 1988

CHECK NO.

211660

AMOUNT

*****108.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller # 3109
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

66260

DATE

4-01-88

INVOICE NO

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

4-01-88

25.00

25.00

211663

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211663

24-12 552
1230

PAY
TO

RIEDEL INTERNATIONAL INC.
4555 N. CHANNEL AVE.
P.O. BOX 3320
PORTLAND, OREGON 97208

DATE

APRIL 01, 1988

CHECK NO

211663

AMOUNT

*****25.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller St Janit
Gilbert W. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
66525

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	4.00		4.00

211664

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211664

24-12 552
1230

PAY
TO

ROADWAY EXPRESS
P.O. BOX 1111
AKRON, OH 44393-0001

DATE
APRIL 01, 1988

CHECK NO.
211664

AMOUNT
*****4.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Smith
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
66985

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	10.00		10.00

211665

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211665

24-12 552
1230

PAY
TO

FRANK ROFINOT MOBIL DIST.
P.O. BOX 626
264 N. HWY 30
ST. HELENS, OR 97051

DATE
APRIL 01, 1988

CHECK NO.
211665

AMOUNT
*****10.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Jant
Gilbert W. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
67309

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	36.00		36.00

211666

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211666

24-12 552
1230

PAY
TO

ROLAND MARINE, INC.
90 BROAD STREET
NEW YORK, N.Y. 10004

DATE
APRIL 01, 1988

CHECK NO.
211666

ACCOUNT
*****36.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Janis
Gilbert W. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

67325

DATE

4-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

4-01-88

18.00

18.00

211667

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211667

24-12 552
1230

PAY
TO

RONAN ENGINEERING CO
P O BOX 1275
WOODLAND HILLS CA 91367

DATE

APRIL 01, 1988

CHECK NO.

211667

AMOUNT

*****18.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert H. Miller

SI042086
NWMAR139535

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

67390

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	18.00		18.00

211668

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211668

24-12 552
1230

PAY
TO

M. ROSENBLATT & SON, INC.
350 BROADWAY
NEW YORK NY 10013

DATE

APRIL 01, 1988

CHECK NO.

211668

AMOUNT

*****18.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller St. Janis
Gilbert A. Miller

SI042087

NWMAR139536

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
67976

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	21.00		21.00

211669

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211669

24-12 552
1230

PAY
TO

RYERSON HARDWOOD FLOORS
1732 S.E. HAIG ST.
PORTLAND, OREGON 97202

DATE
APRIL 01, 1988

CHECK NO.
211669

AMOUNT
*****21.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Robert W. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

68245

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	6.00		6.00

211670

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211670

24-12 552
1230

PAY
TO

SAB NIFE, INC.
P.O. BOX 100
LINCOLN PARK, RI 02865

DATE

APRIL 01, 1988

CHECK NO.

211670

AMOUNT

*****6.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Gilbert W. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

68287

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	13.00		13.00

211671

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211671

24-12 552
1230

PAY
TO

SAFETY & SUPPLY CO.
6235 N. BASIN ST.
PORTLAND, OREGON 97217

DATE

APRIL 01, 1988

CHECK NO.

211671

AMOUNT

*****13.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

68920

DATE

4-01-88

INVOICE NO	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	346.00		346.00

211672

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211672

24-12 552
1230

PAY
TO

SANDERSON SAFETY SUPPLY CO
1101 S.E. 3RD
PORTLAND, OR 97214

DATE

APRIL 01, 1988

CHECK NO.

211672

AMOUNT

*****346.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th. & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller St Joint
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

68950

DATE

4-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

4-01-88

49.00

49.00

211673

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211673

24-12 552
1230

PAY
TO

JOSEPH C. SANSONE, SR
15450 S OUTFR 40 RD, 270
ST LOUIS, MO 63017-2044

DATE

APRIL 01, 1988

CHECK NO.

211673

AMOUNT

*****49.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

Miller St Janit
Gilbert Miller

(b) (6)

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

69310

DATE

4-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

4-01-88

15.00

15.00

211674

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211674

24-12 552
1230

PAY
TO

SCHUCHART & ASSOCIATES
425 PONTIUS AVE N. #300
SEATTLE, WA 98109-5423

DATE

APRIL 01, 1988

CHECK NO.

211674

AMOUNT

*****15.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller #3109
Gilbert A. Miller

SI042093

NWMAR139542

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
69521

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	46.00		46.00

211675

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211675

24-12 552
1230

PAY
TO

SEA-LAND INDUSTRIES, INC.
2301 DOCK ST.
TACOMA, WA 98402

DATE
APRIL 01, 1988

CHECK NO.
211675

AMOUNT
*****46.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

William H. Smith
Gilbert W. Miller

(b) (6)

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

69523

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	48.00		48.00

211676

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211676

24-12 552
1230

PAY
TO

SEA MAR ELECTRIC
3693 E. MARGINAL WAY SO.
SEATTLE, WASHINGTON 98134

DATE
APRIL 01, 1988

CHECK NO.
211676

AMOUNT
*****48.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

Gilbert A. Miller

(b) (6)

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
69635

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	8.00		8.00

211677

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211677

24-12 552
1230

PAY
TO

SEAPORT PETROLEUM
P.O. BOX 17171
PORTLAND, OREGON 97217

DATE
APRIL 01, 1988

CHECK NO.
211677

AMOUNT
*****8.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William J. Miller
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

69730

DATE

4-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

4-01-88

4.00

4.00

211678

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211678

24-12 552
1230

PAY
TO

SEATTLE TARP CO.
2122 W ELMORE
SEATTLE WA 98199-1242

DATE

APRIL 01, 1988

CHECK NO.

211678

AMOUNT

*****4.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert W. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

70360

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	9.00		9.00

211679

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211679

24-12 552
1230

PAY
TO

SHARPLES-STOKES DIVISION
PENNWALT CORP
955 MEARNES ROAD
WARMINSTER, PA 18974

DATE

APRIL 01, 1988

CHECK NO.

211679

AMOUNT

*****9.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller # Jan #
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

70370

DATE

4-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

4-01-88

297.00

297.00

211680

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211680

24-12 552
1230

PAY
TO

SHAVER TRANSPORT CO.
P.O. BOX 10324
PORTLAND, OREGON 97210

DATE

APRIL 01, 1988

CHECK NO.

211680

AMOUNT

*****297.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Smith
Gilbert A. Miller

SI042099

NWMAR139548

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
70445

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	740.00		740.00

211681

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211681

24-12 552
1230

PAY
TO

SHEET METAL TRUST FUND
P.O. BOX 4148
PORTLAND, OREGON 97208

DATE
APRIL 01, 1988

CHECK NO.
211681

AMOUNT
*****740.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller #3 Joint
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

70446

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	494.00		494.00

211682

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211682

24-12 552
1230

PAY
TO

SHEETMETAL WORKERS NATIONA
BENEFIT FUNDS
BEN FRANK. POST BOX 14176
WASHINGTON D.C. 20044

DATE

APRIL 01, 1988

CHECK NO.

211682

AMOUNT

*****494.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller St Joint
Gilbert Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

70477

DATE

4-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

4-01-88

11.00

11.00

211683

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211683

24-12 552
1230

PAY
TO

SHELL OIL CO.
P.O. BOX 80
TULSA, OK 74102

DATE

APRIL 01, 1988

CHECK NO.

211683

AMOUNT

*****11.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Joint
Gilbert W. Miller

SI042102
NWMAR139551

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
70780

DATE
4-01-88

INVOICE NO	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	15.00		15.00

211684

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211684

24-12 552
1230

PAY
TO

SHOP SERVICES INC.
19390 S.W. SHAW
ALOHA, OR. 97007

DATE
APRIL 01, 1988

CHECK NO.
211684

AMOUNT
*****15.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Millie H. Smith
Gilbert H. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

71565

DATE

4-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

4-01-88

9.00

9.00

211685

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211685

24-12 552
1230

PAY
TO

SONIC DIVISION
1014 WHITE HEAD RD. EXTENS
TRENTON, N. J. 08638

DATE

APRIL 01, 1988

CHECK NO.

211685

AMOUNT

*****9.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Gilbert Miller

SI042104
NWMAR139553

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
71585

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	4.00		4.00

211686

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211686

24-12 552
1230

PAY
TO

SOURCE COMPUTER SUPPLIES
879B MID-ISLAND PLAZA
HICKSVILLE, NY 11801

DATE
APRIL 01, 1988

CHECK NO.
211686

AMOUNT
*****4.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

Miller St. Joint
Gilbert A. Miller

(b) (6)

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
72094

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	405.00		405.00

211687

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211687

24-12 552
1230

PAY
TO

SPERRY MARINE SYSTEMS
13975 INTERURBAN AVE., SO.
SEATTLE, WA 98168

DATE
APRIL 01, 1988

CHECK NO.
211687

AMOUNT
*****405.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller # Joint
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

72630

DATE

4-01-88

INVOICE NO	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	5.00		5.00

211688

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211688

24-12 552
1230

PAY
TO

STANDARD PARTS & EQUIP. CO
5251 S.E. MCLOUGHLIN BLVD.
PORTLAND, OREGON 97242

DATE

APRIL 01, 1988

CHECK NO.

211688

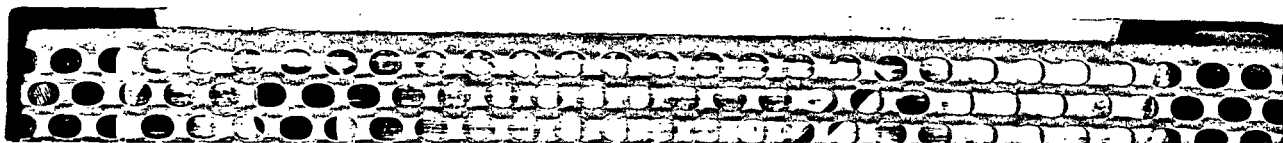
AMOUNT

*****5.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
73030

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	8.00		8.00

211689

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211689

24-12 552
1230

PAY
TO

STARK & NORRIS CO
1703 N. W. 16TH AVE.
PORTLAND, OR 97209

DATE
APRIL 01, 1988

CHECK NO.
211689

AMOUNT
*****8.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Zait
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

73070

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	14,180.00		14,180.00

211690

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211690

24-12 552
1230

PAY
TO

SAIF CORP
9320 SW BARBUR BLVD#300
PORTLAND OR 97219-5419

DATE

APRIL 01, 1988

CHECK NO.

211690

AMOUNT

****14,180.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Smith
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

73120

DATE

4-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

4-01-88

4.00

4.00

211691

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211691

24-12 552
1230

PAY
TO

STAUFFER SUPPLY INC.
810 S.E. SHERMAN ST.
PORTLAND, OR 97214

DATE

APRIL 01, 1988

CHECK NO.

211691

AMOUNT

*****4.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller # Joint
Gilbert Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

73270

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	25.00		25.00

211692

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211692

24-12 552
1230

PAY
TO

STEAM SUPPLY & RUBBER COMP
P.O. BOX 10291
(2550 N.W. 25TH PL.)
PORTLAND, OR 97210-1594

DATE

APRIL 01, 1988

CHECK NO.

211692

AMOUNT

*****25.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Janis
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

73324

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	61.00		61.00

211693

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211693

24-12 552
1230

PAY
TO

STEEL SALES NORTHWEST
3121 SW MOODY
PORTLAND OR 97201

DATE

APRIL 01, 1988

CHECK NO.

211693

AMOUNT

*****61.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller St Janit
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

73518

DATE

4-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

4-01-88

49.00

49.00

211694

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211694

24-12 552
1230

PAY
TO

STEWART AND STEVENSON
4104 HARRISBURG BLVD.
HOUSTON, TEXAS 77003

DATE

APRIL 01, 1988

CHECK NO.

211694

AMOUNT

*****49.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Jant
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

74475

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	258.00		258.00

211695

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211695

24-12 552
1230

PAY
TO

SYSTEMS ENGINEERING ASSOC.
(SEACOR)
520 FELLOWSHIP ROAD, STE.
MT. LAUREL, NJ 08054

DATE

APRIL 01, 1988

CHECK NO.

211695

AMOUNT

*****258.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Janit
Gilbert Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

74490

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	60.00		60.00

211696

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211696

24-12 552
1230

PAY
TO

SYSTONETICS
1611 116TH AVE. N.E.
BELLEVUE, WA 98004

DATE

APRIL 01, 1988

CHECK NO.

211696

AMOUNT

*****60.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller St Janit
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
74582

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	234.00		234.00

211697

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211697

24-12 552
1230

PAY
TO

TEI - TURNBULL GROUP
2728 SHELTER ISLAND DRIVE
SAN DIEGO, CA 92106

DATE
APRIL 01, 1988

CHECK NO.
211697

AMOUNT
*****234.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

74880

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	7.00		7.00

211698

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211698

24-12 552
1230

PAY
TO

TAYLOR ELECTRIC SUPPLY
P.O. BOX 14745
PORTLAND, OR 97214

DATE

APRIL 01, 1988

CHECK NO.

211698

AMOUNT

*****7.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Janis
Gilbert Miller

SI042117

NWMAR139566

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

74927

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	20.00		20.00

211699

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211699

24-12 552
1230

PAY
TO

TEK CHEMICAL CO.
3805 N. MISSISSIPPI
PORTLAND, OR 97227

DATE

APRIL 01, 1988

CHECK NO.

211699

AMOUNT

*****20.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller # 3109
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

75010

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	6.00		6.00

211700

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211700

24-12 552
1230

PAY
TO

TELEDYNE PENN-UNION
P.O. BOX 360441M
PITTSBURGH, PA 15251

DATE

APRIL 01, 1988

CHECK NO.

211700

AMOUNT

*****6.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Jant
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

75050

DATE

4-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

4-01-88

43.00

43.00

211701

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211701

24-12 552
1230

PAY
TO

TEMPEX INDUSTRIES
4401 S.E. JOHNSON CRK. BLV
PORTLAND, OREGON 97222

DATE
APRIL 01, 1988

CHECK NO.

211701

AMOUNT

*****43.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Robert H. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
77070

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	20.00		20.00

211702

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211702

24-12 552
1230

PAY
TO

DON THOMAS PETROLEUM
2727 N. W. ST. HELENS RD.
PORTLAND, OR 97210

DATE
APRIL 01, 1988

CHECK NO.
211702

AMOUNT
*****20.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

Miller St Janit
Gilbert A. Miller

(b) (6)

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS. PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

77400

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	6.00		6.00
<p>4/01/88</p> <p>Attn: Credit Department</p> <p>PO Box 1027</p> <p>Vancouver, WA 98666</p>				

211703

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS. PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211703

24-12 552
1230

PAY
TO

THUNDERBIRD MOTEL (ASTORIA
400 INDUSTRY STREET
ASTORIA, OR 97103

DATE

APRIL 01, 1988

CHECK NO.

211703

AMOUNT

*****6.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller St Jant
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

78257

DATE

4-01-88

INVOICE NO	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	6.00		6.00

211705

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211705

24-12 552
1230

PAY
TO

TOURANGEAU NOR WES CORP.
11040 S.W. ALLEN BLVD.
BEAVERTON, OREGON 97005

DATE

APRIL 01, 1988

CHECK NO

211705

AMOUNT

*****6.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

Miller St Joint
Gilbert W. Miller

(b) (6)

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
78590

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	130.00		130.00

211706

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211706

24-12 552
1230

PAY
TO

TRANSAMERICA DELAVAL
P.O. BOX 6550
3450 PRINCETON PIKE
LAWRENCEVILLE, N.J. 08648

DATE
APRIL 01, 1988

CHECK NO.
211706

AMOUNT
*****130.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

William H. Smith
Gilbert A. Miller

(b) (6)

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

78957

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	27.00		27.00

211707

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211707

24-12 552
1230

PAY
TO

TRIPLE "A" SOUTH
P O BOX 13097
SAN DIEGO CA 92113-0097

DATE

APRIL 01, 1988

CHECK NO.

211707

AMOUNT

*****27.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Smith
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

79000

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	42.00		42.00

211708

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211708

24-12 552
1230

PAY
TO

TRI-WAY INDUSTRIES
7748 SOUTH 200TH STREET
KENT WA 98032

DATE

APRIL 01, 1988

CHECK NO.

211708

AMOUNT

*****42.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

SI042127

NWMAR139575

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

79886

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	6.00		6.00

211710

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211710

24-12 552
1230

PAY
TO

UNIDYNAMICS/MIDWEST
1450 S. 2ND STREET
ST. LOUIS, MO 63104

DATE

APRIL 01, 1988

CHECK NO.

211710

AMOUNT

*****6.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

80045

DATE

4-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

4-01-88

7.00

7.00

211711

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211711

24-12
1230 552

PAY
TO

UNIT PROCESS CO.
420 - 6TH ST. SOUTH
KIRKLAND, WA 98033

DATE

APRIL 01, 1988

CHECK NO.

211711

AMOUNT

*****7.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

SI042130
NWMAR139577

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

80286

DATE

4-01-88

INVOICE NO	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	7.00		7.00

211712

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211712

24-12 552
1230

PAY
TO

UNIVERSAL HYDRAULIC SERVIC
10950 SW 5TH ST # 350
BEAVERTON OR 97005

DATE

APRIL 01, 1988

CHECK NO.

211712

AMOUNT

*****7.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

Miller St Janit
Gilbert A. Miller

(b) (6)

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

81153

DATE

4-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

4-01-88

5.00

5.00

211713

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211713

24-12 552
1230

PAY
TO

VANGAS
10075 S.W. CASCADE AVE.
TIGARD, OREGON 97402

DATE
APRIL 01, 1988

CHECK NO.
211713

*****5.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

William H. Smith
Gilbert W. Miller

(b) (6)

SI042132
NWMAR139579

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

81465

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	98.00		98.00

211716

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211716

24-12 552
1230

PAY
TO

VICKERS, INC. (MARINE SUPPO
5353 HIGHLAND DRIVE
JACKSON, MS 39206

DATE
APRIL 01, 1988

CHECK NO.
211716

AMOUNT
*****98.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

Miller St Janit
Gilbert A. Miller

(b) (6)

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

81604

DATE

4-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

4-01-88

191.00

191.00

211717

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211717

24-12 552
1230

PAY
TO

W & O SUPPLY, INC.
5555 N. CHANNEL AVE. BLDG.
PORTLAND, OREGON 97217

DATE

APRIL 01, 1988

CHECK NO.

211717

AMOUNT

*****191.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

81608

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	7.00		7.00

211718

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211718

24-12 552
1230

PAY
TO

WAAGMEESTER CANVAS PRODUCT
1222 N. E. ALBERTA ST.
PORTLAND, OR 97211

DATE

APRIL 01, 1988

CHECK NO.

211718

AMOUNT

*****7.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Jant
Gilbert W. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

82400

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	19.00		19.00

211719

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211719

24-12 552
1230

PAY
TO

WASHINGTON CHAIN & SUPPLY
P.O. BOX 3645
SEATTLE, WA 98124

DATE

APRIL 01, 1988

CHECK NO.

211719

AMOUNT

*****19.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert W. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

82440

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	73.00		73.00
<div style="text-align: center; font-size: 2em; transform: rotate(-15deg);"> Voided 5/4/88 </div>				

211720

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211720

24-12 552
1230

PAY
TO

WASTE MANAGEMENT OF OREGON
5330 N.E. SKYPORT WAY
PORTLAND, OREGON 97218

DATE

APRIL 01, 1988

CHECK NO.

211720

AMOUNT

*****73.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

William H. Jant
Gilbert A. Miller

(b) (6)

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

82485

DATE

4-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

4-01-88

6.00

6.00

211721

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211721

24-12 552
1230

PAY
TO

WATERMAN SUPPLY CO.
P.O. BOX 596
WILMINGTON, CALIF. 90748

DATE

APRIL 01, 1988

CHECK NO.

211721

AMOUNT

*****6.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

Miller # Janis
Gilbert Miller

(b) (6)

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
83395

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	11.00		11.00

211723

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211723

24-12 552
1230

PAY
TO

WESTCON, INC.
5101 N. INTERSTATE
PORTLAND, OR 97217

DATE
APRIL 01, 1988

CHECK NO.
211723

AMOUNT
*****11.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Janis
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

83425

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	20.00		20.00

211724

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211724

24-12 552
1230

PAY
TO

WESTERN AUTOMATION CORP.
15219 NORTHEAST 40TH
REDMOND, WA 98052

DATE

APRIL 01, 1988

CHECK NO.

211724

AMOUNT

*****20.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert H. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

83430

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	532.00		532.00

211725

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211725

24-12 552
1230

PAY
TO

WESTERN CONFERENCE TMSTR
P.O. BOX C-34080
SEATTLE, WA 98124

DATE

APRIL 01, 1988

CHECK NO.

211725

AMOUNT

*****532.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Smith
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

83490

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	65.00		65.00

211726

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211726

24-12 552
1230

PAY
TO

WESTERN ENGINEERS INC.
2105 S.E. 9TH AVE.
PORTLAND, OR 97214

DATE
APRIL 01, 1988

CHECK NO.
211726

AMOUNT
*****65.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Janis
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

83530

DATE

4-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

4-01-88

129.00

129.00

211727

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211727

24-12 552
1230

PAY
TO

WESTERN FOUNDRY
P.O. BOX 23278
PORTLAND, OR 97223

DATE

APRIL 01, 1988

CHECK NO.

211727

AMOUNT

*****129.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller St. Janis
Gilbert Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

83625

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	3,209.00		3,209.00

211729

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211729

24-12 552
1230

PAY
TO

WESTERN METAL IND. PEN. FU
P.O. BOX 12068
SEATTLE, WA 98102

DATE

APRIL 01, 1988

CHECK NO.

211729

AMOUNT

*****3,209.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

Miller St Joint
Gilbert A. Miller

(b) (6)

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
83810

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	5.00		5.00

211730

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211730

24-12 552
1230

PAY
TO

WESTERN SHIP BUILDING ASSO
P.O. BOX 3976
SAN FRANCISCO, CA 94119

DATE
APRIL 01, 1988

CHECK NO.
211730

AMOUNT
*****5.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Jant
Gilbert H. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
83821

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	7.00		7.00

211731

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211731

24-12 552
1230

PAY
TO

WESTERN STUD WELDING
127 SOUTH KENYON
SEATTLE, WA 98108

DATE
APRIL 01, 1988

CHECK NO.
211731

AMOUNT
*****7.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller St. Joint
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

83870

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	6.00		6.00

211732

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211732

24-12 552
1230

PAY
TO

WESTERN WIRE WORKS
P.O. BOX 4382
PORTLAND, OR 97208

DATE

APRIL 01, 1988

CHECKING NO.

211732

AMOUNT

*****6.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller St. Joint
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

83904

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	32.00		32.00

211733

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211733

24-12 552
1230

PAY
TO

WESTINGHOUSE ELECTRIC
MARINE SUPPORT (ILS)
401 E. HENDY AVENUE
SUNNYVALE, CA 94088-3499

DATE

APRIL 01, 1988

CHECK NO.

211733

AMOUNT

*****32.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Smith
Gilbert A. Miller

SI042152
NWMAR139595

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
84330

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	65.00		65.00

211734

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211734

24-12 552
1230

PAY
TO

WILLAMETTE TUG & BARGE CO.
P.O. BOX 3320
PORTLAND, OR 97208

DATE
APRIL 01, 1988

CHECK NO.
211734

AMOUNT
*****65.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Smith
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

84393

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	51.00		51.00

211735

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211735

24-12 552
1230

PAY
TO

WILSON & HAYES
1601 EASTLAKE AVE. EAST
SEATTLE, WA 98102

DATE

APRIL 01, 1988

CHECK NO.

211735

AMOUNT

*****51.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Jant
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
84690

DATE
4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	4-01-88	16.00		16.00

211736

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211736

24-12 552
1230

PAY
TO

WOODWARD GOVERNOR CO.
P.O. BOX 1519
FT. COLLINS, CO 80522

DATE
APRIL 01, 1988

CHECK NO.
211736

AMOUNT
*****16.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

Miller St. Joint
Gilbert A. Miller

(b) (6)

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

87000

DATE

4-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	COUNT	NET AMOUNT
1986	4-01-88	8.00		8.00

211737

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

211737

24-12 552
1230

PAY
TO

ZELLERBACH PAPER CO.
9111 N.E. COLUMBIA BLVD.
PORTLAND, OR 97220

DATE

APRIL 01, 1988

CHECK NO.

211737

AMOUNT

*****8.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Janit
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

00215

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	89.00		89.00

208629

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208629

24-12 552
1230

PAY
TO

ABF FREIGHT SYSTEM
P.O. BOX 10226
PORTLAND, OR 97210

DATE

FEBRUARY 01, 1988

CHECK NO.

208629

AMOUNT

*****89.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

Miller & Janis
Gilbert Miller

(b) (6)

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

00630

DATE

2-01-88

INVOICE NO	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	8.00		8.00

208630

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208630

24-12 552
1230

PAY
TO

AES CORP
P.O. BOX 2093
PEABODY, MA 01960

DATE

FEBRUARY 01, 1988

CHECK NO.

208630

AMOUNT

*****8.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

00820

DATE

2-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

2-01-88

56.00

56.00

Choni
PO Box 5530
San Mateo, CA
94402
ck returned again
3/25
1840 S. Wilmington Ave
Compton, CA
90220

208631

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208631

24-12 552
1230

PAY
TO

AMP SPECIAL INDUSTRIES
2010 N.E. 44TH AVE.
PORTLAND, OR 97213

DATE

FEBRUARY 01, 1988

CHECK NO.

208631

AMOUNT

*****56.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

William H. Jantz
Gilbert D. Miller

(b) (6)

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

01310

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	40.00		40.00

208632

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208632

24-12 552
1230

PAY
TO

ABLE EQUIPMENT
615 S.E. CLAY ST.
PORTLAND, OR. 97214

DATE

FEBRUARY 01, 1988

CHECK NO.

208632

AMOUNT

*****40.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

William H. Smith
Gilbert W. Miller

(b) (6)

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
01595

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	123.00		123.00

208633

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208633

24-12 552
1230

PAY
TO

ACME VISIBLE RECORDS
6700 S.W. 105TH
SUITE 311
BEAVERTON, OREGON 97005

DATE
FEBRUARY 01, 1988

CHECK NO.
208633

AMOUNT
*****123.00*

Miller & Janis
Gilbert Miller

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

02335

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	81.00		81.00

208634

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208634

24-12 552
1230

PAY
TO

AIMSCO
P.O. BOX 99056
SEATTLE, WA 98199-0056

DATE

FEBRUARY 01, 1988

CHECK NO.

208634

AMOUNT

*****81.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

02400

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	38.00		38.00

208635

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208635

24-12 552
1230

PAY
TO

AIR OIL PRODUCTS CORP
2400 E. BURNSIDE ST.
PORTLAND, OR 97214

DATE

FEBRUARY 01, 1988

CHECK NO.

208635

AMOUNT

*****38.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William St. Jarr
Gilbert A. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

02450

DATE

2-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

2-01-88

50.00

50.00

208636

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208636

24-12 552
1230

PAY
TO

AIRPORT DRAYAGE CO.
6331 N.E. 112TH
PORTLAND, OR 97220

DATE

FEBRUARY 01, 1988

CHECK NO.

208636

AMOUNT

*****50.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

William H. Smith
Gilbert W. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

02730

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	76.00		76.00

208637

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208637

24-12 552
1230

PAY
TO

ALATEC PRODUCTS
893 BOGGS AVE.
FREMONT, CA 94539

DATE

FEBRUARY 01, 1988

CHECK NO.

208637

AMOUNT

*****76.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

alc 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

03042

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	58.00		58.00

208639

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208639

24-12 552
1230

PAY
TO

ALLEN'S RADIATOR SHOP
1436 N.W. EVERETT
PORTLAND, OREGON 97210

DATE

FEBRUARY 01, 1988

CHECK NO.

208639

AMOUNT

*****58.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Jant
Gilbert A. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

04540

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	43.00		43.00

208641

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208641

24-12 552
1230

PAY
TO

AMERON FIBERGLASS PIPE DIV
P.O. BOX 85700
DALLAS TX 75285

DATE

FEBRUARY 01, 1988

CHECK NO.

208641

AMOUNT

*****43.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
04601

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	192.00		192.00

208642

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208642

24-12 552
1230

PAY
TO

ANACOMP INC.
P.O. BOX 68171
EL MONTE CA 91735

DATE
FEBRUARY 01, 1988

CHECK NO.
208642

AMOUNT
*****192.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Gilbert J. Miller
Gilbert J. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
04605

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	228.00		228.00

208643

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208643

24-12 552
1230

PAY
TO

ANALYST, INC.
2910 FORD STREET
OAKLAND, CA 94601

DATE
FEBRUARY 01, 1988

CHECK NO.
208643

AMOUNT
*****228.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Jantz
Gilbert A. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
05000

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	542.00		542.00

208644

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208644

24-12 552
1230

PAY
TO

ANIXTER
SAN FRANCISCO
1050 ALADDIN AVE.
SAN LEANDRO, CA 94577

DATE
FEBRUARY 01, 1988

CHECK NO.
208644

AMOUNT
*****542.00*

Miller # Jan #
Gilbert A. Miller

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
05031

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	421.00		421.00

208645

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208645

24-12 552
1230

PAY
TO

PLASITE C/O
ANTEC CORP.
P.O. BOX 307
BELLEVUE, WA 98004

DATE
FEBRUARY 01, 1988

CHECK NO.
208645

AMOUNT
*****421.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller # Joint
Gilbert A. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

05470

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	504.00		504.00

208646

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208646

24-12 552
1230

PAY
TO

ARGO MARINE SUPPLY
10661 N. LOMBARD
PORTLAND, OR 97203

DATE

FEBRUARY 01, 1988

CHECK NO.

208646

AMOUNT

*****504.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller St. Janis
Gilbert Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

06490

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	516.00		516.00

208647

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208647

24-12 552
1230

PAY
TO

AUTOMATIC SPRINKLER CORP.
OF AMERICA
P.O. BOX 180
CLEVELAND, OH 44147

DATE

FEBRUARY 01, 1988

CHECK NO.

208647

AMOUNT

*****516.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Jarvis
Gilbert M. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
07697

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	79.00		79.00

208648

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208648

24-12 552
1230

PAY
TO

BARBER BLVD RENTALS
8205 S.W. BARBER BLVD
PORTLAND, OR 97219

DATE
FEBRUARY 01, 1988

CHECK NO.
208648

AMOUNT
*****79.00*

Miller & Janis
Gilbert Miller

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
07862

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	42.00		42.00

208649

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208649

24-12 552
1230

PAY
TO

R.A. BARNES INC.
3841 N. COLUMBIA BLVD.
PORTLAND, OREGON 97217

DATE
FEBRUARY 01, 1988

CHECK NO.
208649

AMOUNT
*****42.00*

William H. Janis
Gilbert W. Miller

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

08140

DATE

2-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

2-01-88

137.00

137.00

208650

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208650

24-12 552
1230

PAY
TO

BATTERY SPECIALISTS, INC.
11207 S.E. POWELL
PORTLAND, OREGON 97266

DATE

FEBRUARY 01, 1988

CHECK NO.

208650

AMOUNT

*****137.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Jant
Gilbert A. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

08980

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	576.00		576.00

208651

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208651

24-12 552
1230

PAY
TO

BEOVICH & ROZYCKI, INC.
1001 SW FIFTH STE 808
PORTLAND OR 97204

DATE

FEBRUARY 01, 1988

CHECK NO.

208651

AMOUNT

*****576.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
09400

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	36.00		36.00

Chavis
PO Box 40000 Dept 648
Hartford, CT 06115

208652

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208652

24-12 552
1230

PAY
TO

BIJUR LUBRICATING CORP.
P.O. BOX 13080
NEWARK, N.J. 07191

DATE
FEBRUARY 01, 1988

CHECK NO.
208652

AMOUNT
*****36.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert H. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

10021

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	76.00		76.00

208654

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208654

24-12 552
1230

PAY
TO

BOISE CASCADE OFFICE PRODU
P.O. BOX 2711
PORTLAND, OR 97208

DATE

FEBRUARY 01, 1988

CHECK NO.

208654

AMOUNT

*****76.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

H/c 209

SI042183

NW/MAR 1988

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

10412

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	467.00		467.00

208655

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208655

24-12 552
1230

PAY
TO

BOYD CORPORATION
P.O. BOX 20038
PORTLAND, OR 97220

DATE

FEBRUARY 01, 1988

CHECK NO.

208655

AMOUNT

*****467.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller # Janit
Gilbert Miller

A/C 209

SI042184
NWMAR139623

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
10600

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	61.00		61.00

208656

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208656

24-12 552
1230

PAY
TO

BRANOM INSTRUMENT CO.
8435 N. INTERSTATE PLACE
PORTLAND, OR 97217

DATE
FEBRUARY 01, 1988

CHECK NO.
208656

AMOUNT
*****61.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

Millie H. Smith
Gilbert A. Miller

(b) (6)

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

11030

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	24.00		24.00

208658

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208658

24-12 552
1230

PAY
TO

PAUL BRONG MACH WORKS
421 N.E. 12TH AVE.
PORTLAND, OR 97232

DATE

FEBRUARY 01, 1988

CHECK NO.

208658

AMOUNT

*****24.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
11180

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	92.00		92.00

208659

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208659

24-12 552
1230

PAY
TO

BROWN EQUIPMENT CO. INC.
16325 BOONES FERRY RD.
P.O. BOX 1551
LAKE OSWEGO, OREGON 97034

DATE
FEBRUARY 01, 1988

CHECK NO.
208659

AMOUNT
*******92.00***

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

William H. Jant
Gilbert W. Miller

(b) (6)

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

11187

DATE

2-01-88

INVOICE NO.

1986

INVOICE DATE

2-01-88

GROSS AMOUNT

54.00

DISCOUNT

NET AMOUNT

54.00

208660

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208660

24-12 552
1230

PAY
TO

R.H. BROWN CO.
P.O. BOX 2724
(5 N.E. HANCOCK, PTLD 9721
PORTLAND, OREGON 97208

DATE

FEBRUARY 01, 1988

CHECK NO.

208660

AMOUNT

*****54.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert H. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

11346

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	425.00		425.00

208661

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208661

24-12 552
1230

PAY
TO

BRUNING
16150 S.W. UPPER BOONES FE
PORTLAND, OREGON 97224

DATE

FEBRUARY 01, 1988

CHECK NO.

208661

AMOUNT

*****425.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

William H. Smith
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

12410

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	189.00		189.00

208662

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208662

24-12 552
1230

PAY
TO

GEO. S. BUSH & CO.
P.O. BOX 8829
PORTLAND, OR 97208

DATE

FEBRUARY 01, 1988

CHECK NO.

208662

AMOUNT

*****189.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/C 209

William H. Smith
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
12858

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	86.00		86.00

208664

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208664

24-12 552
1230

PAY
TO

C & E DISTRIBUTING
240 S.E. 5TH
DUNDEE, OREGON 97115

DATE
FEBRUARY 01, 1988

CHECK NO.
208664

AMOUNT
*****86.00*

William H. Jant
Gilbert W. Miller

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

13281

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	318.00		318.00

208666

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208666

24-12 552
1230

PAY
TO

CALGON CORPORATION
COMMERCIAL DIVISION
P.O. BOX 3347
CITY OF INDUSTRY, CA 91744

DATE

FEBRUARY 01, 1988

CHECK NO.

208666

AMOUNT

*****318.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert W. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
13800

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	48.00		48.00

208668

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208668

24-12 552
1230

PAY
TO

CAPTAINS NAUTICAL SUPPLY
138 N.W. 10TH AVE.
PORTLAND, OR 97209

DATE
FEBRUARY 01, 1988

CHECK NO.
208668

AMOUNT
*****48.00*

William H. Smith
Gilbert A. Miller

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

14625

DATE

2-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

2-01-88

225.00

225.00

208670

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208670

24-12 552
1230

PAY
TO

CASCADE MACHINERY & ELECTR
P.O. BOX 3575
SEATTLE, WASHINGTON 98124

DATE

FEBRUARY 01, 1988

CHECK NO.

208670

AMOUNT

*****225.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Janis
Gilbert Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

14756

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	198.00		198.00

Chani
PO Box 7113
San Francisco
CA 94120

208671

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208671

24-12 552
1230

PAY
TO

CASTLE METALS
3151 - 20TH ST. EAST
TACOMA, WA 98424

DATE

FEBRUARY 01, 1988

CHECK NO.

208671

AMOUNT

*****198.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH, PORTLAND, OREGON

(b) (6)

William H. Jant
Gilbert W. Miller

Alc 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

15685

DATE

2-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

2-01-88

115.00

115.00

208674

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208674

24-12 552
1230

PAY
TO

A.W. CHESTERTON CO.
6235 N. BASIN
PORTLAND, OREGON 97217

DATE

FEBRUARY 01, 1988

CHECK NO.

208674

AMOUNT

*****115.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
16125

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	154.00		154.00

208675

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208675

24-12 552
1230

PAY
TO

CHROMALOX
P.O. BOX 19102
PORTLAND, OREGON 97219

DATE
FEBRUARY 01, 1988

CHECK NO.
208675

AMOUNT
*****154.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Zaitz
Gilbert Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

16430

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	100.00		100.00

208676

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208676

24-12 552
1230

PAY
TO

CITY RUBBER STAMP CO.
P.O. BOX 2764
PORTLAND, OR 97208

DATE

FEBRUARY 01, 1988

CHECK NO.

208676

AMOUNT

*****100.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert W. Miller

A/C 209

SI042205

NWMAR139637

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

16440

DATE

2-01-88

INVOICE NO	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	221.00		221.00

208677

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208677

24-12 552
1230

PAY
TO

CITY WIRE CLOTH, INC.
13900 ORANGE AVENUE
PARAMOUNT, CA 90723

DATE

FEBRUARY 01, 1988

CHECK NO.

208677

AMOUNT

*****221.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

16730

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	25.00		25.00

208679

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208679

24-12 552
1230

PAY
TO

CLEANUP CO.
P.O. BOX 42329
PORTLAND, OR 97242

DATE

FEBRUARY 01, 1988

CHECK NO.

208679

AMOUNT

*****25.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Jant
Gilbert D. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

16820

DATE

2-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

2-01-88

84.00

84.00

208680

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208680

24-12 552
1230

PAY
TO

CLIMAX MANUFACTURING
P.O. BOX 230
2712 E. 2ND STREET
NEWBERG, OREGON 97132

DATE

FEBRUARY 01, 1988

CHECK NO.

208680

AMOUNT

*****84.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Smith
Gilbert A. Miller

A/C 209

SI04220
NWMAR139640

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

16949

DATE

2-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

2-01-88

9.00

9.00

208681

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208681

24-12 552
1230

PAY
TO

COAST MARINE & TRANS. DIR
1139 HOWARD ST.
SAN FRANCISCO, CA 94103

DATE

FEBRUARY 01, 1988

CHECK NO.

208681

AMOUNT

*****9.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
17142

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	390.00		390.00

208682

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208682

24-12 552
1230

PAY
TO

COBRA DE ROOTER DRN & SWR
P.O. BOX 174
BEAVERTON, OREGON 97075

DATE
FEBRUARY 01, 1988

CHECK NO.
208682

AMOUNT
*****390.00*

William H. Jant
Gilbert W. Miller

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
17259

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	69.00		69.00

208683

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208683

24-12 552
1230

PAY
TO

COLUMBIA AMERICAN PLATING
3003 N. W. 35TH
PORTLAND, OR 97210

DATE
FEBRUARY 01, 1988

CHECK NO.
208683

AMOUNT
*****69.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert W. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

17330

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	168.00		168.00

208684

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208684

24-12 552
1230

PAY
TO

COLUMBIA INSPECTION CO.
7133 N. LOMBARD
PORTLAND, OR 97203

DATE

FEBRUARY 01, 1988

CHECK NO.

208684

AMOUNT

*****168.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

William H. Smith
Robert H. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
17630

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	228.00		228.00

208685

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208685

24-12 552
1230

PAY
TO

COLUMBIA RIVER PILOTS ASSO
13225 N LOMBARD
PORTLAND OR 97203

DATE
FEBRUARY 01, 1988

CHECK NO.
208685

AMOUNT
*****228.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Jant
Gilbert W. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

18077

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	78.00		78.00

208686

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208686

24-12 552
1230

PAY
TO

COMMERCIAL HONING
3453 N. W. LUZON ST.
PORTLAND, OR 97210

DATE
FEBRUARY 01, 1988

CHECK NO.
208686

AMOUNT
*****78.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
18265

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	11.00		11.00

208687

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208687

.24-12 552
1230

PAY
TO

CONCEPT GRINDING
2829 S.E. MILWAUKIE AVE
PORTLAND, OR 97202

DATE
FEBRUARY 01, 1988

CHECK NO.
208687

AMOUNT
*****11.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

William H. Smith
Gilbert A. Miller

(b) (6)

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
18729

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1985	2-01-88	167.00		167.00

208690

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208690

24-12 552
1230

PAY
TO

CONTINENTAL HARDWOOD CO.
3250 N. W. YEON
PORTLAND, OR 97210

DATE
FEBRUARY 01, 1988

CHECK NO.
208690

AMOUNT
*****167.00*

Miller # Joint
Gilbert A. Miller

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

19470

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	459.00		459.00

208691

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208691

24-12 552
1230

PAY
TO

COVERALL UNIFORM CO.
2522 N. E. UNION AVE.
PORTLAND, OR 97212

DATE

FEBRUARY 01, 1988

CHECK NO.

208691

AMOUNT

*****459.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert H. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

20160

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	128.00		128.00

208695

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208695

24-12 552
1230

PAY
TO

CURRAN COIL SPRING, INC.
9265 S.W. 5TH STREET
WILSONVILLE, ORE 97070

DATE

FEBRUARY 01, 1988

CHECK NO.

208695

AMOUNT

*****128.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Janis
Gilbert A. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
21040

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	354.00		354.00

208697

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208697

24-12 552
1230

PAY
TO

A. W. DAVIS SUPPLY
P.O. BOX 10162
PORTLAND OREGON 97210

DATE
FEBRUARY 01, 1988

CHECK NO.
208697

AMOUNT
*****354.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller St. Joint
Gilbert Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

21959

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	46.00		46.00

208698

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208698

24-12 552
1230

PAY
TO

DEVRIES DISTRIBUTORS CO.
4575 N.E. 81ST
PORTLAND, OR. 97218

DATE

FEBRUARY 01, 1988

CHECK NO.

208698

AMOUNT

*****46.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Janis
Gilbert A. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

21980

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	215.00		215.00

208699

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208699

24-12 552
1230

PAY
TO

DIAMOND POWER SPECIALTIES
1007 INDUSTRY DRIVE
TUKWILA, WA. 98188

DATE

FEBRUARY 01, 1988

CHECK NO.

208699

AMOUNT

*****215.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
22165

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	40.00		40.00

208700

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208700

24-12 552
1230

PAY
TO

DIESEL SERVICE UNIT
P.O. BOX 3486
PORTLAND, OR 97208

DATE
FEBRUARY 01, 1988

CHECK NO.
208700

AMOUNT
*****40.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

Miller # Joint
Gilbert Miller

(b) (6)

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
22462

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	185.00		185.00

208701

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208701

24-12 552
1230

PAY
TO

DIVERSIFIED CLAIM SVCS.
P.O. BOX 916
WILSONVILLE, OR 97070

DATE
FEBRUARY 01, 1988

CHECK NO.
208701

AMOUNT
*****185.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

*Voided 5-3-88
Replaced w/ check
payable to Harborview
Sons*

*William H. Jant
Gilbert A. Miller*

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
22641

DATE
2-01-88

INVOICE NO	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	25.00		25.00

208702

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208702

24-12 552
1230

PAY
TO

DO-ALL NORTHWEST
1440 S.E. POWELL
PORTLAND, OR 97206

DATE
FEBRUARY 01, 1988

CHECK NO.
208702

AMOUNT
*****25.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

William H. Jant
Gilbert W. Miller

(b) (6)

4/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

24172

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	8.00		8.00

208704

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208704

24-12 552
1230

PAY
TO

E.I.M. CO., INC.
13840 PIKE ROAD
MISSOURI CITY TX 77489

DATE

FEBRUARY 01, 1988

CHECK NO.

208704

AMOUNT

*****8.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert D. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

25602

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	375.00		375.00

208705

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208705

24-12 552
1230

PAY
TO

ELECTROCATALYTIC INC
2 MILLTOWN COURT
UNION, NJ 07083

DATE

FEBRUARY 01, 1988

CHECK NO.

208705

AMOUNT

*****375.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/C 209

William H. Jant
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
26550

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	230.00		230.00

208706

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208706

24-12 552
1230

PAY
TO

ERICKSON SUPPLY CO.
P.O. BOX 12207
PORTLAND, OREGON 97212

DATE
FEBRUARY 01, 1988

CHECK NO.
208706

AMOUNT
*****230.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

Gilbert A. Miller

(b) (6)

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

27682

DATE

2-01-88

INVOICE NO	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	200.00		200.00

208707

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208707

24-12 552
1230

PAY
TO

SAAB TANK CONTROL
1 HARMON PLAZA
SECAUCUS, NJ. 07094

DATE

FEBRUARY 01, 1988

CHECK NO.

208707

AMOUNT

*****200.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Janis
Gilbert Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

28593

DATE

2-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

2-01-88

353.00

353.00

208711

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208711

24-12 552
1230

PAY
TO

1ST INTERSTATE BANK TRUST
ATTN: GEORGE BEEMAN
PO BOX 2971
PORTLAND, OR 97208

DATE

FEBRUARY 01, 1988

CHECK NO.

208711

AMOUNT

*****353.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

William H. Smith
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

28820

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	293.00		293.00

208712

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208712

24-12 552
1230

PAY
TO

FLUID CONNECTOR PRODUCTS
2715 N.W. ST. HELENS RD.
PORTLAND, OR 97210

DATE

FEBRUARY 01, 1988

CHECK NO.

208712

AMOUNT

*****293.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Jant
Gilbert W. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

29908

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	134.00		134.00

Chamie
PO Box 1247
Great Bend, KS
67530

208714

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208714

24-12 552
1230

PAY
TO

FULLER BRUSH CO
P.O. BOX 128
RICHMOND, CA 94806

DATE

FEBRUARY 01, 1988

CHECK NO.

208714

AMOUNT

*****134.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Janis
Gilbert A. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

29920

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	45.00		45.00

208715

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208715

24-12 552
1230

PAY
TO

FUSES UNLIMITED
9300 MASON AVE
CHATSWORTH, CA 91311

DATE

FEBRUARY 01, 1988

CHECK NO.

208715

AMOUNT

*****45.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert W. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
30500

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	68.00		68.00

208716

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208716

24-12 552
1230

PAY
TO

GASTECH, INC.
8445 CENTRAL AVE.
NEWARK CA 94560

DATE
FEBRUARY 01, 1988

CHECK NO.
208716

AMOUNT
*****68.00*

William H. Smith
Gilbert W. Miller

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

30845

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	90.00		90.00

208717

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208717

24-12 552
1230

PAY
TO

GENERAL ELECTRIC CO.
UNDERSEA ELECTRONICS
P.O. BOX 4840
SYRACUSE, N. Y. 13221

DATE

FEBRUARY 01, 1988

CHECK NO.

208717

AMOUNT

*****90.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
31160

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	190.00		190.00

208718

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208718

24-12 552
1230

PAY
TO

GENERAL MAGNETICS
2201 YATES AVE.
CITY OF COMMERCE CA 90040

DATE
FEBRUARY 01, 1988

CHECK NO.
208718

AMOUNT
*******190.00***

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Gilbert J. Miller
Gilbert J. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

32360

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	162.00		162.00

208719

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208719

24-12 552
1230

PAY
TO

GERRARD SALES & SERVICE
13350 N.E WHITAKER WAY
PORTLAND, OR 97230

DATE

FEBRUARY 01, 1988

CHECK NO.

208719

AMOUNT

*****162.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

32560

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	488.00		488.00

208720

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208720

24-12 552
1230

PAY
TO

GLEASON REEL CORP.
600 S. CLARK STREET
MAYVILLE, WI 53050

DATE

FEBRUARY 01, 1988

CHECK NO.

208720

AMOUNT

*****488.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

William H. Smith
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

32790

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	406.00		406.00

208721

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208721

24-12-552
1230

PAY
TO

GOLDSMITH CO.
20 N.W. 5TH AVE
PORTLAND, OREGON 97209

DATE

FEBRUARY 01, 1988

CHECK NO.

208721

AMOUNT

*****406.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Smith
Robert A. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

33010

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	206.00		206.00

208722

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208722

24-12 552
1230

PAY
TO

GOODWAY TOOLS CORPORATION
404 - WEST AVENUE
STAMFORD, CONN. 06902-638

DATE

FEBRUARY 01, 1988

CHECK NO.

208722

AMOUNT

*****206.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

William H. Smith
Gilbert W. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

33040

DATE

2-01-88

INVOICE NO	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	365.00		365.00

208723

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208723

24-12 552
1230

PAY
TO

GOODYEAR RUBBER & SUPPLY
P.O. BOX 10627
PORTLAND, OR 97210

DATE

FEBRUARY 01, 1988

CHECK NO.

208723

AMOUNT

*****365.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert W. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

33270

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	61.00		61.00

208725

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208725

24-12 552
1230

PAY
TO

W.W. GRAINGER
PO BOX 4287
PORTLAND, OR 97208

DATE

FEBRUARY 01, 1988

CHECK NO.

208725

AMOUNT

*****61.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

A/K 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

35282

DATE

2-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

2-01-88

600.00

600.00

208732

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208732

24-12 552
1230

PAY
TO

HAYWARD INDUSTRIES INC
900 FAIRMOUNT AVE.
ELIZABETH, N.J. 07207

DATE

FEBRUARY 01, 1988

CHECK NO.

208732

AMOUNT

*****600.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller # Janit
Gilbert Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

35290

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	129.00		129.00

208733

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208733

24-12 552
1230

PAY
TO

HAZCON, INC.
SUITE 104
16325 S.W. BOONES FERRY RD
LAKE OSWEGO, OREG. 97034

DATE

FEBRUARY 01, 1988

CHECK NO.

208733

AMOUNT

*****129.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert W. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

35485

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	347.00		347.00

208734

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208734

24-12 552
1230

PAY
TO

HEMPEL MARINE PAINT
7022 SOUTH 220TH
KENT, WA 98032

DATE

FEBRUARY 01, 1988

CHECK NO.

208734

AMOUNT

*****347.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller # Janit
Gilbert Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

35540

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	536.00		536.00

208735

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208735

24-12 552
1230

PAY
TO

HENSCHEL CORP.
9 HOYT DRIVE
NEWBURYPORT, MA 01950

DATE

FEBRUARY 01, 1988

CHECK NO.

208735

AMOUNT

*****536.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

35685

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	293.00		293.00

208736

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208736

24-12 552
1230

PAY
TO

BOB HERINCK PAINTING
10705 N.E. KNOTT ST.
PORTLAND, OREGON 97220

DATE
FEBRUARY 01, 1988

CHECK NO.
208736

AMOUNT
*****293.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Jant
Gilbert A. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

35990

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	19.00		19.00

208737

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208737

24-12 552
1230

PAY
TO

H. HIRSCHBERGER CO. INC.
1714 N.W. NORTHRUP ST
PORTLAND, OR 97209-2423

DATE

FEBRUARY 01, 1988

CHECK NO.

208737

AMOUNT

*****19.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
36060

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	11.00		11.00

208738

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208738

24-12 552
1230

PAY
TO

HOCK'S LABORATORIES
PO BOX 14400
PORTLAND, OREGON 97214

DATE
FEBRUARY 01, 1988

CHECK NO.
208738

AMOUNT
*****11.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

36270

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	71.00		71.00

208739

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208739

24-12 552
1230

PAY
TO

HOLLADAY PK MED CENTER
1225 N.E. SECOND AVE
PORTLAND, OR 97232

DATE

FEBRUARY 01, 1988

CHECK NO.

208739

AMOUNT

*****71.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Janis
Gilbert W. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
37475

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	270.00		270.00

208744

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208744

24-12 552
1230

PAY
TO

HYDRAULIC & AIR EQUIPMENT
1925 N. W. QUIMBY ST.
PORTLAND, OR 97209

DATE
FEBRUARY 01, 1988

CHECK NO.
208744

AMOUNT
*****270.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

Gilbert A. Miller

(b) (6)

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

37483

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	362.00		362.00

208745

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208745

24-12 552
1230

PAY
TO

HYDRAULIC & INSTR. SUPPLY
14271 NW SCIENCE PARK DR
PORTLAND OR 97229

DATE

FEBRUARY 01, 1988

CHECK NO.

208745

AMOUNT

*****362.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

37520

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	264.00		264.00

208746

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208746

24-12 552
1230

PAY
TO

MIKE HUNT
C/O S.S. MARYLAND
SWAN ISLAND SHIPYARD
PORTLAND, OREGON 97217

DATE

FEBRUARY 01, 1988

CHECK NO.

208746

AMOUNT

*****264.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller # Janit
Gilbert Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

38640

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	551.00		551.00

208748

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208748

24-12 552
1230

PAY
TO

INDUSTRIAL TOOL & SUPPLY
P.O. BOX 14216
PORTLAND, OR 97214

DATE

FEBRUARY 01, 1988

CHECK NO.

208748

AMOUNT

*****551.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Zait
Gilbert Miller

A/C 209

L#208749
to Engesouland
240 SE Clay St
Portland OR 97214

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

38893

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	321.00		321.00

208749

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208749

24-12 552
1230

PAY
TO

INGERSOLL-RAND
SEE DRESSER RAND CO
COMPRESSOR SVCS DIV

DATE

FEBRUARY 01, 1988

CHECK NO.

208749

AMOUNT

*****321.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
39008

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	8.00		8.00

208750

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208750

24-12 552
1230

PAY
TO

INSTRUMENTORS SUPPLY INC
10150 S.W. PARKWAY
PORTLAND, OREGON 97225

DATE
FEBRUARY 01, 1988

CHECK NO.
208750

AMOUNT
*****8.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Gilbert A. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

40220

DATE

2-01-88

INVOICE NO	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	401.00		401.00

208751

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208751

24-12 552
1230

PAY
TO

J & F INDUSTRIES, INC.
2200 S.E. MAILWELL DR.
PORTLAND, OR 97222

DATE

FEBRUARY 01, 1988

CHECK NO.

208751

AMOUNT

*****401.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

40228

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	59.00		59.00

208752

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208752

24-12 552
1230

PAY
TO

J F W INDUSTRIES
7920 S.E. STARK ST.
PORTLAND, OR 97215

DATE

FEBRUARY 01, 1988

CHECK NO.

208752

AMOUNT

*****59.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
41370

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	25.00		25.00

208754

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208754

24-12 552
1230

PAY
TO

JOHNSON HEATING SUPPLY
232 N.E. 9TH AVE.
PORTLAND, OR 97232

DATE
FEBRUARY 01, 1988

CHECK NO.
208754

AMOUNT
*****25.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Janis
Gilbert Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
42680

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	236.00		236.00

208756

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208756

24-12 552
1230

PAY
TO

KARN REPAIR SERVICE
1215 S.W. 16TH AVE
PORTLAND, OR 97205

DATE
FEBRUARY 01, 1988

CHECK NO.
208756

AMOUNT
*****236.00*

Miller & Janis
Gilbert Miller

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

42830

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	254.00		254.00

*check rec'd
by vendor
unacceptable
replaced with
ck # 215290
3-23-88*

208757

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208757

24-12 552
1230

PAY
TO

KENNAMETAL SERVICE CENTER
17320 MARQUARDT AVENUE
CERRITOS, CALIF 90701

DATE

FEBRUARY 01, 1988

CHECK NO.

208757

AMOUNT

*****254.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

*William H. Smith
Gilbert A. Miller*

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

43100

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	276.00		276.00

208758

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208758

24-12 552
1230

PAY
TO

KEYSTONE VALVE
P.O. BOX 40010
HOUSTON, TX 77040

DATE

FEBRUARY 01, 1988

CHECK NO.

208758

AMOUNT

*****276.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

A/c 209

SI042288

NWMAR139694

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

43220

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	9.00		9.00

208759

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208759

24-12 552
1230

PAY
TO

KIMBERLEY INDUSTRIAL
1637 N.W. 14TH
PORTLAND, OR 97209

DATE

FEBRUARY 01, 1988

CHECK NO.

208759

AMOUNT

*****9.00*

William H. Jant
Gilbert W. Miller

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

44623

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	115.00		115.00

208762

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208762

24-12 552
1230

PAY
TO

LACEY-HARMER
4320 N.W. ST. HELENS RD.
PORTLAND, OR 97210

DATE

FEBRUARY 01, 1988

CHECK NO.

208762

AMOUNT

*****115.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Janit
Gilbert Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

44640

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	420.00		420.00

208763

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208763

24-12 552
1230

PAY
TO

LA MARCHE MFG CO.
108 BRADROCK DR.
DES PLAINES, ILL 60018

DATE

FEBRUARY 01, 1988

CHECK NO.

208763

AMOUNT

*****420.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Jantz
Gilbert W. Miller

A/c 209

SI042293

NWMAR139697

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

45897

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	301.00		301.00

208765

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208765

24-12 552
1230

PAY
TO

LIMITORQUE CORP.
C/O NORMAN RUPP CO.
1710 S. E. BROOKLYN
PORTLAND, OR 97202

DATE
FEBRUARY 01, 1988

CHECK NO.
208765

AMOUNT
*****301.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Janit
Gilbert W. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

46230

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	489.00		489.00

208767

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208767

24-12 552
1230

PAY
TO

LLOYD'S REGISTER OF SHIPPI
240 TAMAL VISTA BLVD #200
CORTE MADERA CA 94925

DATE

FEBRUARY 01, 1988

CHECK NO.

208767

AMOUNT

*****489.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
46720

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	488.00		488.00

208768

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208768

24-12 552
1230

PAY
TO

LUCKY JT DISTRIBUTING CO.
8111 N.E. COLUMBIA BLVD.
P.O. BOX 13000D
PORTLAND, OR 97213

DATE
FEBRUARY 01, 1988

CHECK NO.
208768

AMOUNT
*****488.00*

William H. Janis
Gilbert A. Miller

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

47022

DATE

2-01-88

INVOICE NO.

1986

INVOICE DATE

2-01-88

GROSS AMOUNT

148.00

DISCOUNT

NET AMOUNT

148.00

208769

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208769

24-12 552
1230

PAY
TO

MCC POWERS
2906 N.E. GLISAN
PORTLAND, OREGON 97232

DATE

FEBRUARY 01, 1988

CHECK NO.

208769

AMOUNT

*****148.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Jant
Gilbert A. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
47030

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	47.00		47.00

208770

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208770

24-12 552
1230

PAY
TO

MDA SCIENTIFIC
405 BARCLAY BLVD
LINCOLNSHIRE, ILL 60069

DATE
FEBRUARY 01, 1988

CHECK NO.
208770

AMOUNT
*****47.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Janis
Gilbert W. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

48288

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	75.00		75.00

208771

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208771

24-12 552
1230

PAY
TO

MARKS BROTHERS INC.
8725 S.E. 132ND AVE.
PORTLAND, OR 97236

DATE

FEBRUARY 01, 1988

CHECK NO.

208771

AMOUNT

*****75.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert W. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

48760

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	189.00		189.00

208772

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208772

24-12 552
1230

PAY
TO

MARYATT INDUSTRIES
310 S.E. 12TH
PORTLAND, OR 97214

DATE

FEBRUARY 01, 1988

CHECK NO.

208772

AMOUNT

*****189.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

48790

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	96.00		96.00

208773

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208773

24-12 552
1230

PAY
TO

MASONS SUPPLY
P.O. BOX 42367
PORTLAND, OR 97242

DATE

FEBRUARY 01, 1988

CHECK NO.

208773

AMOUNT

*****96.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Robert A. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

48820

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	1.00		1.00

208774

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208774

24-12 552
1230

PAY
TO

MATHERS CONTROLS, INC.
902 N.W. BALLARD WAY
SEATTLE, WASHINGTON 98107

DATE
FEBRUARY 01, 1988

CHECK NO.
208774

AMOUNT
*****1.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

49004

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	492.00		492.00

208775

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208775

24-12 552
1230

PAY
TO

MATSON NAVIGATION CO.
1618 S.W. 1ST
PORTLAND, OR 97201

DATE

FEBRUARY 01, 1988

CHECK NO.

208775

AMOUNT

*****492.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Jarrett
Gilbert W. Miller

A/c 209

SI042305

NWMAR139707

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

49555

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	587.00		587.00

208777

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208777

24-12 552
1230

PAY
TO

MC MASTER CARR SUPPLY CO.
9630 NORWALK BLVD.
SANTA FE SPRINGS, CA 9067

DATE

FEBRUARY 01, 1988

CHECK NO.

208777

AMOUNT

*****587.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert W. Miller

A/c 209

SI042307
NWMAR139708

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

50130

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	186.00		186.00

208778

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208778

24-12 552
1230

PAY
TO

SAM A. MESHER TOOL CO.
1704 N. W. JOHNSON ST.
PORTLAND, OR 97209

DATE

FEBRUARY 01, 1988

CHECK NO.

208778

AMOUNT

*****186.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller St. Joint
Gilbert A. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

50150

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	255.00		255.00

208779

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208779

24-12 552
1230

PAY
TO

MET-TEK, INC.
P.O. BOX 414
CLACKAMAS, OR 97015

DATE

FEBRUARY 01, 1988

CHECK NO.

208779

AMOUNT

*****255.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
50453

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	94.00		94.00

208780

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208780

24-12 552
1230

PAY
TO

MICROLAB NORTHWEST
7609 140TH PLACE N.E.
REDMOND, WA 98052

DATE
FEBRUARY 01, 1988

CHECK NO.
208780

AMOUNT
*****94.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
51310

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	349.00		349.00

208781

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208781

24-12 552
1230

PAY
TO

MINE SAFETY APPLIANCE CO.
P.O. BOX 88161, TUKWILA BR
SEATTLE, WA 98188

DATE
FEBRUARY 01, 1988

CHECK NO.
208781

AMOUNT
*****349.00*

William H. Jant
Gilbert A. Miller

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

51678

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	225.00		225.00

Chani
PO Box 75024
Chicago, IL 60675

208783

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208783

24-12 552
1230

PAY
TO

MOBIL OIL CORP.
P.O. BOX 66940
AMF-O'HARE, ILL 60666

DATE

FEBRUARY 01, 1988

CHECK NO.

208783

AMOUNT

*****225.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller #3011
Gilbert Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

52343

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	258.00		258.00

208785

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208785

24-12 552
1230

PAY
TO

LEASING ASSOCIATES INC.
P.O. BOX 25750
PORTLAND, OR 97225

DATE

FEBRUARY 01, 1988

CHECK NO.

208785

AMOUNT

*****258.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Jant
Gilbert A. Miller

A/c 209

SI042315

NWMAR139714

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
53535

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	536.00		536.00

208787

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208787

24-12 552
1230

PAY
TO

MURRAY-BENJAMIN ELECTRIC C
174 VANDERBILT AVE.
BROOKLYN, NY 11205

DATE
FEBRUARY 01, 1988

CHECK NO.
208787

AMOUNT
*****536.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert M. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

53788

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	258.00		258.00

208789

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208789

24-12 552
1230

PAY
TO

NATIONAL CHEMSEARCH
12744 ELLIOTT PRAIRIE RD.
WOODBURN, OR. 97071

DATE

FEBRUARY 01, 1988

CHECK NO.

208789

AMOUNT

*****258.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

55350

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	470.00		470.00

208792

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208792

24-12 552
1230

PAY
TO

NORTH COAST ELECTRIC COMPA
625 N. W. EVERETT ST.
PORTLAND, OR 97209

DATE

FEBRUARY 01, 1988

CHECK NO.

208792

AMOUNT

*****470.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/C 209

William H. Smith
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

55491

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	185.00		185.00

208795

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208795

24-12 552
1230

PAY
TO

NORTHWEST NATURAL GAS
P.O. BOX 8905
PORTLAND, OREGON 97255

DATE

FEBRUARY 01, 1988

CHECK NO.

208795

AMOUNT

*****185.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Son
Gilbert A. Miller

A/c 209

SI042324

NWMAR139718

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

55510

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	193.00		193.00

208796

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208796

24-12 552
1230

PAY
TO

NW PROPANE GAS CO.
P O BOX 16284
PORTLAND OR 97216

DATE

FEBRUARY 01, 1988

CHECK NO.

208796

AMOUNT

*****193.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

William H. Smith
Gilbert W. Miller

(b) (6)

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

55775

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	252.00		252.00

208797

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208797

24-12 552
1230

PAY
TO

NURNBERG SCIENTIFIC
6310 S.W. VIRGINIA
PORTLAND, OREGON 97201

DATE

FEBRUARY 01, 1988

CHECK NO.

208797

AMOUNT

*****252.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller #3 Jan 88
Gilbert Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

57000

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	52.00		52.00

208799

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208799

24-12 552
1230

PAY
TO

OREGON AIR TOOL, INC.
1206 S. E. 11TH
PORTLAND, OR 97214

DATE

FEBRUARY 01, 1988

CHECK NO.

208799

AMOUNT

*****52.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

Miller # Joint
Gilbert Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

57090

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	368.00		368.00

208800

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208800

24-12 552
1230

PAY
TO

OREGON GLASS CO.
P.O. BOX 649
10450 S.W. RIDDER RD.
WILSONVILLE, OREGON 97070

DATE

FEBRUARY 01, 1988

CHECK NO.

208800

AMOUNT

*****368.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

57260

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	238.00		238.00

208801

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208801

24-12 552
1230

PAY
TO

OREGON LEATHER COMPANY
P.O. BOX 5577
110 N.W. 2ND
PORTLAND, OR. 97228

DATE

FEBRUARY 01, 1988

CHECK NO.

208801

AMOUNT

*****238.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

A/c 209

SI042330

NWMAR139723

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
57612

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	533.00		533.00

208803

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208803

24-12 552
1230

PAY
TO

OREGON WIRE PRODUCTS
P.O. BOX 20279
PORTLAND, OR 97220

DATE
FEBRUARY 01, 1988

CHECK NO.
208803

AMOUNT
*****533.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Gilbert A. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

58607

DATE

2-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

2-01-88

305.00

305.00

208806

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208806

24-12 552
1230

PAY
TO

PACIFIC INST. & SUPPLY
5716 N.E. HASSALO
PORTLAND, OR 97213

DATE

FEBRUARY 01, 1988

CHECK NO.

208806

AMOUNT

*****305.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert W. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

58715

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	27.00		27.00

208807

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208807

24-12 552
1230

PAY
TO

PACIFIC PATTERN
2345 N.W. WILSON
PORTLAND, OR 97210

DATE
FEBRUARY 01, 1988

CHECK NO.
208807

AMOUNT
*****27.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller St. Joint
Gilbert A. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

58830

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	360.00		360.00

208808

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208808

24-12 552
1230

PAY
TO

PACO PUMPS
2551 N.W. 30TH
PORTLAND, OR 97208

DATE
FEBRUARY 01, 1988

CHECK NO.
208808

AMOUNT
*****360.00*

William H. Smith
Gilbert W. Miller

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

59620

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	275.00		275.00

208809

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208809

24-12 552
1230

PAY
TO

PAC WEST GLASS, INC.
723 N. TILLAMOOK
PORTLAND, OREGON 97227

DATE

FEBRUARY 01, 1988

CHECK NO.

208809

AMOUNT

*****275.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Smith
Gilbert A. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

59995

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	496.00		496.00

208810

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208810

24-12 552
1230

PAY
TO

PARAMOUNT BEDDING
1306 NW 18TH AVE
PORTLAND, OREGON 97209

DATE
FEBRUARY 01, 1988

CHECK NO.
208810

AMOUNT
*****496.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Jantz
Gilbert H. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
60175

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	444.00		444.00

208811

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208811

24-12 552
1230

PAY
TO

PARKS INSTRUMENT SERVICE
303 N.E. TOMAHAWK ISLAND D
PORTLAND, OR 97217

DATE
FEBRUARY 01, 1988

CHECK NO.
208811

AMOUNT
*****444.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

Gilbert A. Miller

(b) (6)

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

62119

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	134.00		134.00

208814

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208814

24-12 552
1230

PAY
TO

PBCC 1
P.O. BOX 38460
LOUISVILLE, KY 40233

DATE

FEBRUARY 01, 1988

CHECK NO.

208814

AMOUNT

*****134.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/C 209

William H. Smith
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
62180

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	345.00		345.00

208816

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208816

24-12 552
1230

PAY
TO

PLATT ELECTRIC SUPPLY CO.
P.O. BOX 3167
PORTLAND, OR 97208

DATE
FEBRUARY 01, 1988

CHECK NO.
208816

AMOUNT
*****345.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Jant
Gilbert A. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD.

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

62208

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	300.00		300.00

208817

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208817

24-12 552
1230

PAY
TO

PLYMART INC.
1001 S. E. UNION
PORTLAND, OR 97214

DATE

FEBRUARY 01, 1988

CHECK NO.

208817

AMOUNT

*****300.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Jant
Gilbert A. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
62210

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	59.00		59.00

208818

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208818

24-12 552
1230

PAY
TO

MR. PLYWOOD STORES
7609 S. E. STARK
PORTLAND, OR 97215

DATE
FEBRUARY 01, 1988

CHECK NO.
208818

AMOUNT
*******59.00***

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

Gilbert J. Miller

(b) (6)

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

62332

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	205.00		205.00

Voided
5/3/88

208819

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208819

24-12 552
1230

PAY
TO

PORTLAND BUREAU OF WATERWO
1120 S.W. 5TH AVE.
PORTLAND, OR 97204

DATE

FEBRUARY 01, 1988

CHECK NO.

208819

AMOUNT

*****205.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Gilbert Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
62615

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	600.00		600.00

208820

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208820

24-12 552
1230

PAY
TO

PORTLAND SWEEPING SERVICE
14462 S E HILLGROVE CT
MILWAUKIE OR 97267

DATE
FEBRUARY 01, 1988

CHECK NO.
208820

AMOUNT
*****600.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

4/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

63250

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	473.00		473.00

208822

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208822

24-12 552
1230

PAY
TO

POWERHOUSE TOOL INC
417 TAYLOR STREET
JOLIET, ILL 60435

DATE

FEBRUARY 01, 1988

CHECK NO.

208822

AMOUNT

*****473.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

William H. Janis
Gilbert A. Miller

(b) (6)

A/C 209

SI042351
NWMAR139737

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
63281

DATE
2-01-88

INVOICE NO	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	11.00		11.00

208823

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208823

24-12 552
1230

PAY
TO

POWER TRANSMISSION PRODUCT
1233 N.W. 12TH AVE.
PORTLAND, OR 97209

DATE
FEBRUARY 01, 1988

CHECK NO.
208823

AMOUNT
*****11.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert W. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

63510

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	376.00		376.00

208825

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208825

24-12 552
1230

PAY
TO

PREMIER GEAR & MACHINE WOR
1700 N.W. THURMAN ST.
PORTLAND, OR 97209

DATE
FEBRUARY 01, 1988

CHECK NO.
208825

AMOUNT
*****376.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Janis
Gilbert A. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
63741

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	315.00		315.00

208827

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208827

24-12 552
1230

PAY
TO

PROCESS ELECTRONICS CORP.
P.O. BOX 12000
225 TRAKAS BV.
GASTONIA, NC 28053

DATE
FEBRUARY 01, 1988

CHECK NO.
208827

AMOUNT
*****315.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

William H. Jarrett
Gilbert A. Miller

(b) (6)

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
63774

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	368.00		368.00

208828

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208828

24-12 552
1230

PAY
TO

PROFIT BY AIR
P.O. BOX 388
VALLEY STREAM, NY 11582

DATE
FEBRUARY 01, 1988

CHECK NO.
208828

AMOUNT
*******368.00***

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

William H. Smith
Gilbert D. Miller

(b) (6)

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

64321

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	540.00		540.00

208831

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208831

24-12 552
1230

PAY
TO

RMRS SYSTEM
P.O. BOX 7150M
ST. LOUIS, MO 63195

DATE

FEBRUARY 01, 1988

CHECK NO.

208831

AMOUNT

*****540.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
64496

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	22.00		22.00

208832

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208832

24-12 552
1230

PAY
TO

RADAR ELECTRIC
704 S.E. WASHINGTON
PORTLAND, OR 97214

DATE
FEBRUARY 01, 1988

CHECK NO.
208832

AMOUNT
*****22.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Janis
Gilbert Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
64565

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	498.00		498.00

208833

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208833

24-12 552
1230

PAY
TO

RADIO HARDWARE & ELECT., I
12101 SO. PRAIRIE AVENUE
HAWTHORNE, CALIFORNIA 902

DATE
FEBRUARY 01, 1988

CHECK NO.
208833

AMOUNT
*****498.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Jant
Gilbert A. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

64625

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	38.00		38.00

208834

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208834

24-12 552
1230

PAY
TO

RAILWAY SPECIALTIES CORP
P.O. BOX 29
BRISTOL, PA 19007

DATE

FEBRUARY 01, 1988

CHECK NO.

208834

AMOUNT

*****38.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

4/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

65163

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	14.00		14.00

Chari
PO Box 1035
Clackamas, OR
97015

208836

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208836

24-12 552
1230

PAY
TO

REDDAWAY TRUCK LINE
1721 N.W. NORTHRUP
PORTLAND, OR 97210

DATE
FEBRUARY 01, 1988

CHECK NO.
208836

AMOUNT
*****14.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Janis
Gilbert Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

65540

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	283.00		283.00

208837

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208837

24-12 552
1230

PAY
TO

REHABILITATION ASSTNCE
P.O. BOX 601
WILSONVILLE, OR 97070

DATE

FEBRUARY 01, 1988

CHECK NO.

208837

AMOUNT

*****283.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Janis
Gilbert Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

66205

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	519.00		519.00

208838

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208838

24-12 552
1230

PAY
TO

RICE SAFETY EQUIPMENT
P.O. BOX 80467
SEATTLE, WA 98108

DATE
FEBRUARY 01, 1988

CHECK NO.
208838

AMOUNT
*****519.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Smith
Gilbert A. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

66305

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	42.00		42.00

208839

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208839

24-12 552
1230

PAY
TO

W. H. RILEY COMPANY
910 S.W. 18TH
PORTLAND, OREGON 97205

DATE
FEBRUARY 01, 1988

CHECK NO.
208839

AMOUNT
*****42.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Jant
Gilbert A. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

66960

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	584.00		584.00

208841

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208841

24-12 552
1230

PAY
TO

RODDA PAINT COMPANY
6932 S.W. MACADAM
PORTLAND, OR 97219

DATE

FEBRUARY 01, 1988

CHECK NO.

208841

AMOUNT

*****584.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William St. John
Gilbert A. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

67375

DATE

2-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

2-01-88

308.00

308.00

208842

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208842

24-12 552
1230

PAY
TO

ROSE HEATING CO.
9945 NE 6TH DR.
PORTLAND, OREGON

DATE

FEBRUARY 01, 1988

CHECK NO.

208842

AMOUNT

*****308.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

4/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

69110

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	300.00		300.00

208845

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208845

24-12 552
1230

PAY
TO

SAW REPAIR & SUPPLY CO.
1713 S. E. 7TH AVE.
PORTLAND, OR 97214

DATE
FEBRUARY 01, 1988

CHECK NO.
208845

AMOUNT
*****300.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert W. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

69330

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	382.00		382.00

208847

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208847

24-12 552
1230

PAY
TO

SCHULTZ CLEARWATER
P.O. BOX 1404
TUALATIN, ORE. 97062

DATE

FEBRUARY 01, 1988

CHECK NO.

208847

AMOUNT

*****382.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert W. Miller

A/C 209

SI042376

NWMAR139753

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

69575

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	144.00		144.00

208849

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208849

24-12 552
1230

PAY
TO

SEAPORT CONTROLS
1935 N. ARGYLE
PORTLAND, OR 97217

DATE

FEBRUARY 01, 1988

CHECK NO.

208849

AMOUNT

*****144.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller St Joint
Gilbert A. Miller

4/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

70040

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	251.00		251.00

208850

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208850

24-12 552
1230

PAY
TO

SENER TOOL SERVICE, INC.
5413 N. E. COLUMBIA BLVD.
PORTLAND, OR 97218

DATE
FEBRUARY 01, 1988

CHECK NO.
208850

AMOUNT
*****251.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

Miller # Jan #
Gilbert Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

70455

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	142.00		142.00

208851

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208851

24-12 552
1230

PAY
TO

SHEFFIELD MARINE PROP.
10002 N. VANCOUVER WAY
PORTLAND, OR 97217

DATE
FEBRUARY 01, 1988

CHECK NO.
208851

AMOUNT
*****142.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
70850

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	233.00		233.00

208852

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208852

24-12 552
1230

PAY
TO

SHUMAN EQUIPMENT COMPANY
4800 S. E. 26TH AVE.
PORTLAND, OR 97202

DATE
FEBRUARY 01, 1988

CHECK NO.
208852

AMOUNT
*****233.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Fair
Robert A. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING : P.O. BOX 3109
ADDRESS : PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
71385

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	258.00		258.00

208853

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING : P.O. BOX 3109
ADDRESS : PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208853

24-12 552
1230

PAY
TO

SMITH BROS. OFFICE OUTFIT
135 N. W. PARK AVE.
P. O. BOX #2719
PORTLAND, OR 97208

DATE
FEBRUARY 01, 1988

CHECK NO.
208853

AMOUNT
*****258.00*

Miller & Smith
Gilbert A. Miller

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
71490

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	28.00		28.00

208854

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208854

24-12-552
1230

PAY
TO

SNAP-ON TOOLS CORP.
5921 N. MARINE DRIVE
PORTLAND, OR 97203

DATE
FEBRUARY 01, 1988

CHECK NO.
208854

AMOUNT
*****28.00*

William H. Smith
Gilbert W. Miller

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

71675

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	81.00		81.00

208855

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208855

24-12 552
1230

PAY
TO

SOUTHWEST INDUSTRIAL SUPPL
3452 N. W. YEON AVE
PORTLAND, OREGON 97210

DATE

FEBRUARY 01, 1988

CHECK NO.

208855

AMOUNT

*****81.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Gilbert A. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

71678

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	35.00		35.00

208856

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208856

24-12 552
1230

PAY
TO

SOUTHWEST INSTRUMENT COMPA
235 WEST 7TH STREET
SAN PEDRO, CALIF 90731

DATE

FEBRUARY 01, 1988

CHECK NO.

208856

AMOUNT

*****35.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH - PORTLAND, OREGON

(b) (6)

Miller & Zait
Gilbert Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
72041

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	51.00		51.00

208857

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208857

24-12 552
1230

PAY
TO

SPEED'S TOWING
120 SE CLAY
PORTLAND, OR 97214

DATE
FEBRUARY 01, 1988

CHECK NO.
208857

AMOUNT
*****51.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Jant
Gilbert W. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

72961

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	178.00		178.00

Chari
PO Box 3595
Seattle, WA
98124

208859

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208859

24-12-552
1230

PAY
TO

STAR MACHINERY CO.
P.O. BOX 10034
PORTLAND, OR 97210

DATE

FEBRUARY 01, 1988

CHECK NO.

208859

AMOUNT

*****178.00*

William H. Zaitz
Gilbert W. Miller

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Alc 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

72980

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	358.00		358.00

208860

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208860

24-12 552
1230

PAY
TO

STAR OIL CO.
232 NE MIDDLEFIELD RD.
PORTLAND, OR 97211

DATE

FEBRUARY 01, 1988

CHECK NO.

208860

AMOUNT

*****358.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

alc 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

73320

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	139.00		139.00

208861

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208861

24-12 552
1230

PAY
TO

BRIAN A. STEENSON P.C.
SUITE 1040 COLUMBIA SQ.
PORTLAND, OR 97201

DATE

FEBRUARY 01, 1988

CHECK NO.

208861

AMOUNT

*****139.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Janis
Gilbert & Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

73365

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	379.00		379.00

208862

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208862

24-12 552
1230

PAY
TO

STEINER CORPORATION
5225 S.E. 26TH AVE.
PORTLAND, OR 97202

DATE
FEBRUARY 01, 1988

CHECK NO.
208862

AMOUNT
*****379.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert W. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

73815

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	128.00		128.00

208863

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208863

24-12 552
1230

PAY
TO

STREIMER SHEET METAL WRKS
P O BOX 12125
PORTLAND OR 97212

DATE

FEBRUARY 01, 1988

CHECK NO.

208863

AMOUNT

*****128.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

73837

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	270.00		270.00

208864

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208864

24-12 552
1230

PAY
TO

STUD WELDING SUPPLY
2000 E COLUMBIA WY BLDG 9
VANCOUVER WA 98661

DATE

FEBRUARY 01, 1988

CHECK NO.

208864

AMOUNT

*****270.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Janis
Gilbert Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

73970

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	432.00		432.00

208865

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208865

24-12 552
1230

PAY
TO

HOWARD SUNDE
11346 SW LANCASTER RD
PORTLAND, OREGON 97219

DATE
FEBRUARY 01, 1988

CHECK NO.
208865

AMOUNT
*****432.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Smith
Gilbert A. Miller

4/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

74087

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	462.00		462.00

208866

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208866

24-12 552
1230

SUPPLYWAYS INC.

P.O. BOX 4100-76

PORTLAND, OR 97208

PAY
TO

DATE

FEBRUARY 01, 1988

CHECK NO.

208866

AMOUNT

*****462.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Zant
Gilbert A. Miller

4/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

74333

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	136.00		136.00

208867

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208867

24-12 552
1230

PAY
TO

SWEETLAND COMPANY
1212 N. E. 63RD AVE.
PORTLAND, OR 97213

DATE

FEBRUARY 01, 1988

CHECK NO.

208867

AMOUNT

*****136.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert W. Miller

A/c 209

SI042396

NWMAR139771

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

74583

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	59.00		59.00

208868

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING -- P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208868

24-12 552
1230

PAY
TO

T.J.'S DROP BOX SERVICE
11346 S.W. LANCASTER RD.
PORTLAND, OR 97219

DATE

FEBRUARY 01, 1988

CHECK NO.

208868

AMOUNT

*****59.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

Gilbert W. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

74904

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	358.00		358.00

208869

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208869

24-12 552
1230

PAY
TO

TEK ELECTRIC
5940 S.W. HOOD AVE.
PORTLAND, OR 97201

DATE

FEBRUARY 01, 1988

CHECK NO.

208869

AMOUNT

*****358.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

4/c 209

William H. Smith
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

74912

DATE

2-01-88

INVOICE NO	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	291.00		291.00

208870

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208870

24-12 552
1230

PAY
TO

TECH-MATION, INC.
4409 N. W. 229TH ST.
RIDGEFIELD, WA 98642

DATE

FEBRUARY 01, 1988

CHECK NO.

208870

AMOUNT

*****291.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Gilbert A. Miller
Gilbert A. Miller

4/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

74930

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	600.00		600.00

208871

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208871

24-12 552
1230

PAY
TO

TEK-ELECTRICCONTROL INC.
5940 S.W. HOOD AVE.
PORTLAND, OREGON 97201

DATE
FEBRUARY 01, 1988

CHECK NO.
208871

AMOUNT
*****500.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Jantz
Gilbert A. Miller

4/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
75019

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	147.00		147.00

208872

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208872

24-12 552
1230

PAY TO

TELEDYNE POST
P.O. BOX 93477
CHICAGO, IL 60673

DATE
FEBRUARY 01, 1988

CHECK NO.
208872

AMOUNT
*******147.00***

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Jant
Gilbert A. Miller

4/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

75110

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	253.00		253.00

208873

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208873

24-12 552
1230

PAY
TO

TERRY'S DIESEL REPAIR
3180 N.W. 26TH AVE.
PORTLAND, OR 97208

DATE
FEBRUARY 01, 1988

CHECK NO.
208873

AMOUNT
*****253.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller # Janit
Gilbert W. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

77240

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	223.00		223.00

208874

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208874

24-12 552
1230

PAY
TO

THOMSON MACHINERY CO
2236 N.W. 21ST AVE
PORTLAND, OR 97209

DATE

FEBRUARY 01, 1988

CHECK NO.

208874

AMOUNT

*****223.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert W. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

78280

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	59.00		59.00

208875

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208875

24-12 552
1230

PAY
TO

TOWER EQUIPMENT CO., INC.
P.O. BOX 5845
BELLEVUE, WA 98006

DATE

FEBRUARY 01, 1988

CHECK NO.

208875

AMOUNT

*****59.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
78740

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	68.00		68.00

208876

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208876

24-12 552
1230

PAY
TO

TRANS/AUDIT
1410 S.W. MORRISON #501
PORTLAND, OR 97205

DATE
FEBRUARY 01, 1988

CHECK NO.
208876

AMOUNT
*****68.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert D. Miller

4/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

78857

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	30.00		30.00

208877

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208877

24-12 552
1230

PAY
TO

TRANSPORTATION FACTORING
P.O. BOX 3262
PORTLAND, OR 97208

DATE

FEBRUARY 01, 1988

CHECK NO.

208877

AMOUNT

*****30.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert W. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

78865

DATE

2-01-88

INVOICE NO	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	4.00		4.00

208878

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208878

24-12 552
1230

PAY
TO

TRANS WORLD AIRLINES, INC.
P.O. BOX 38 DEPT 225
KANSAS CITY, MO 64183

DATE

FEBRUARY 01, 1988

CHECK NO.

208878

AMOUNT

*****4.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller #3011
Gilbert Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

79330

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	53.00		53.00

208879

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208879

24-12 552
1230

PAY
TO

TRYM-TEX
1035 S.E. THIRD AVE.
PORTLAND, OR 97214

DATE

FEBRUARY 01, 1988

CHECK NO.

208879

AMOUNT

*****53.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH: PORTLAND, OREGON

(b) (6)

4/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

79545

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	15.00		15.00

208880

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208880

24-12 552
1230

PAY
TO

ALVIN O. UHLE M.D.
3417 N.E. 7TH AVE.
PORTLAND, OR 97212

DATE

FEBRUARY 01, 1988

CHECK NO.

208880

AMOUNT

*****15.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

Miller St. Joint
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

79890

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	195.00		195.00

208881

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208881

24-12 552
1230

PAY
TO

UNION AVENUE GLASS CO.
6105 N. E. UNION AVE.
PORTLAND, OR 97211

DATE
FEBRUARY 01, 1988

CHECK NO.
208881

AMOUNT
*****195.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller St. Joint
Gilbert A. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
80056

DATE
2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	234.00		234.00

Chamie
PO Box 55,270A
Detroit, MI
H 8255

208882

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208882

24-12 552
1230

PAY
TO

UNITED AIRLINES FREIGHT
P.O. BOX 99181
MARINA DEL REY, CA 90299

DATE
FEBRUARY 01, 1988

CHECK NO.
208882

AMOUNT
*****234.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert W. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

80287

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	249.00		249.00

208884

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208884

24-12 552
1230

PAY
TO

U.S. BEARINGS & DRIVES, IN
633 S.E. CLAY
PORTLAND, OREGON 97214

DATE

FEBRUARY 01, 1988

CHECK NO.

208884

AMOUNT

*****249.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

4/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

80479

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	441.00		441.00

208885

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208885

24-12 552
1230

PAY
TO

UNITED STATES TESTING CO.
5555 TELEGRAPH RD.
LOS ANGELES, CALIF 90040

DATE
FEBRUARY 01, 1988

CHECK NO.
208885

AMOUNT
*****441.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/C 209

William H. Jant
Gilbert A. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

80620

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	107.00		107.00

208886

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208886

24-12 552
1230

PAY
TO

UNIVERSAL PLASTICS CO.
P.O. BOX 80206
SEATTLE, WA

DATE

FEBRUARY 01, 1988

CHECK NO.

208886

AMOUNT

*****107.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH: PORTLAND, OREGON

(b) (6)

Miller St. Joint
Gilbert Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

81468

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	293.00		293.00

208887

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208887

24-12 552
1230

PAY
TO

VICTOR PYRATE LMTD
C/O W.B. ARNOLD CO. INC.
376 IGNACIO BLVD.
NOVATO, CALIF 94947

DATE

FEBRUARY 01, 1988

CHECK NO.

208887

AMOUNT

*****293.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert W. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

81475

DATE

2-01-88

INVOICE NO	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	80.00		80.00

208888

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208888

24-12 552
1230

PAY
TO

VIKING FREIGHT SYSTEMS
P.O. BOX 420-A
SANTA CLARA, CA 95052

DATE

FEBRUARY 01, 1988

CHECK NO.

208888

AMOUNT

*****80.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

81798

DATE

2-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

2-01-88

434.00

434.00

208890

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208890

24-12 552
1230

PAY
TO

WALKER & MOORE PUMP CO.
6024 SW JEAN RD BLDG E
LAKE OSWEGO OR 97034

DATE

FEBRUARY 01, 1988

CHECK NO.

208890

AMOUNT

*****434.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Robert H. Miller

A/C 209

SI042419

NWMAR139792

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

81990

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	95.00		95.00

208892

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208892

24-12 552
1230

PAY
TO

WANG LABORATORIES INC..

FILE NO. 31574

P.O. BOX 6000

SAN FRANCISCO, CA 94160-1

DATE

FEBRUARY 01, 1988

CHECK NO.

208892

AMOUNT

*****95.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William St. John
Gilbert W. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

82455

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	283.00		283.00

208893

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208893

24-12 552
1230

PAY
TO

WATERCRAFT AMERICA
1151 INDUSTRIAL PKWY
NEW IBERIA, LA 70560-3907

DATE

FEBRUARY 01, 1988

CHECK NO.

208893

AMOUNT

*****283.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

A/c 209

SI042422
NWMAR139794

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

82470

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	300.00		300.00

208894

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208894

24-12 552
1230

PAY
TO

WATERFRONT SUPPLY CORP
P.O. BOX 10167
PORTLAND, OR 97210

DATE

FEBRUARY 01, 1988

CHECK NO.

208894

AMOUNT

*****300.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Smith
Gilbert A. Miller

A/C 209

SI042423

NWMAR139795

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

83520

DATE

2-01-88

INVOICE NO.

INVOICE DATE

GROSS AMOUNT

DISCOUNT

NET AMOUNT

1986

2-01-88

321.00

321.00

208896

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208896

24-12 552
1230

PAY
TO

WESTERN FLUID POWER CORP.
4309 N.W. ST. HELENS RD.
PORTLAND, OR 97210

DATE

FEBRUARY 01, 1988

CHECK NO.

208896

AMOUNT

*****321.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

William H. Smith
Gilbert W. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

83817

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	451.00		451.00

208897

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208897

24-12 552
1230

PAY
TO

WESTERN STATES TRUCKLINE
P.O. BOX 17407
3841 N. COLUMBIA BLVD.
PORTLAND, OR 97217

DATE

FEBRUARY 01, 1988

CHECK NO.

208897

AMOUNT

*****451.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller St. Joint
Gilbert A. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

83850

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	80.00		80.00
1986A	2-01-88	418.00		418.00

208898

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208898

24-12 552
1230

PAY
TO

WESTERN UNION
P O BOX 105252
ATLANTA GA 30348

DATE

FEBRUARY 01, 1988

CHECK NO.

208898

AMOUNT

*****498.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller St. Janis
Gilbert Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

84165

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	125.00		125.00

208899

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208899

24-12 552
1230

PAY
TO

H. J. WICKERT CO.
1555 D. BURKE AVE.
SAN FRANCISCO, CA 94124

DATE
FEBRUARY 01, 1988

CHECK NO.
208899

AMOUNT
*****125.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Miller & Jones
Gilbert W. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

84331

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	15.00		15.00

208900

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208900

24-12 552
1230

PAY
TO

WILLAMETTE UPHOLSTERY
1011 N. KILLINGSWORTH
PORTLAND, OR 97217

DATE

FEBRUARY 01, 1988

CHECK NO.

208900

AMOUNT

*****15.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Fair
Gilbert A. Miller

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
84450

DATE
2-01-88

INVOICE NO	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	50.00		50.00

208901

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208901

24-12 552
1230

PAY
TO

W. C. WINKS HARDWARE COMPA
903 N. W. DAVIS ST.
PORTLAND, OR 97209

DATE
FEBRUARY 01, 1988

CHECK NO.
208901

AMOUNT
*****50.00*

Miller St. Joint
Gilbert W. Miller

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

86710

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	130.00		130.00

208903

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208903

24-12 552
1230

PAY
TO

X-RAY PRODUCTS CORP.
5476 S.E. INTERNATIONAL WY
PORTLAND, OR 97222

DATE

FEBRUARY 01, 1988

CHECK NO.

208903

AMOUNT

*****130.00*

William H. Jones
Gilbert A. Miller

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

85839

DATE

2-01-88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2-01-88	498.00		498.00

208905

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

208905

24-12 552
1230

PAY
TO

YELLOW FORWARDING CO.
DEPT. #13457
LOS ANGELES, CA 90088

DATE

FEBRUARY 01, 1988

CHECK NO.

208905

AMOUNT

*****498.00*

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

William H. Jant
Gilbert W. Miller

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

47880

DATE

2/1/88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
PLAN PYMT	2/1/88			1,221.00

Voided 5.3.88

214929

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

214929

24-12 552
1230

PAY TO Marine Carpenters H&W
P.O. Box 44425
San Francisco, CA 94144

DATE

February 1, 1988

CHECK NO.

AMOUNT

*****\$1,221.00*****

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
47885

DATE
2/1/88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
PLAN PYMT	2/1/88			4,111.00

voided 5/11/88

214930

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

214930

24-12 552
1230

PAY
TO

Marine Carpenters Pension
P.O. Box 44425
San Francisco, CA 94144

DATE
February 1, 1988

CHECK NO.

AMOUNT
*****\$4,111.00*****

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
53900

DATE
2/1/88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
PLAN PYMT	2/1/88			529.00

214931

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

214931

24-12 552
1230

PAY
TO

Plumbers & Pipefitters National
4701 Lydell Rd.
Cheverly, MD 20781

DATE
February 1, 1988

CHECK NO.

AMOUNT
*****\$529.00*****

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

23430-02

DATE

2/01/88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2/1/88			\$291.00

214940

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

214940

24-12 552
1230

PAY
TO

Dubois Chem. Co.
Dubois Tower
Cincinnati, OH 45202-3178

DATE

February 1, 1988

CHECK NO.

AMOUNT

\$291.00**

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

36994 - 01

DATE

2/1/88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2/1/88			\$386.00

214941

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

214941

24-12 552
1230

PAY
TO

R. S. Hughes Co.
P.O. Box 11068
Portland, OR 97211-0068

DATE

February 1, 1988

CHECK NO.

AMOUNT

\$386.00**

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

4/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

67420-01

DATE

2/1/88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2/1/88			\$300.00

214942

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

214942

24-12 552
1230

PAY
TO

Ross Island Sand & Gravel
P.O. Box 02219
Portland, OR 97202-0219

DATE

February 1, 1988

CHECK NO.

AMOUNT

\$300.00**

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/C 209

SI042454

NWMAR139809

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

83195

DATE

2/1/88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2/1/88			\$84.00

214943

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

214943

24-12 552
1230

PAY
TO

WESCO
3265 N.W. Yeon Avenue
Portland, OR 97208

DATE

February 1, 1988

CHECK NO.

AMOUNT

\$84.00**

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
19370

DATE
2/1/88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2/1/88			\$21.00

214944

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

214944

24-12 552
1230

PAY TO
Coronado Shores Co.
1330 Orange Avenue #190
Coronado, CA 92118-2977

DATE
February 1, 1988

CHECK NO.

AMOUNT
\$21.00**

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
60625

DATE
2/1/88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2/1/88			\$30.00

214945

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

214945

24-12 552
1230

PAY
TO

Peninsula Truck Lines, Inc.
6314 7th Ave South
Seattle, WA 98108-3439

DATE
February 1, 1988

CHECK NO.

AMOUNT
*****\$30.00*****

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

29910

DATE

2/1/88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2/1/88			\$600.00
4/C 209				

214965

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

214965

24-12 552
1230

PAY TO
Fuller Ford
720 Broadway
Chula Vista, CA 92010

DATE

February 1, 1988

CHECK NO.

AMOUNT

\$600.00**

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH - PORTLAND, OREGON

(b) (6)

Fuller Ford
Gilbert M. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

50195

DATE

2/1/88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2/1/88			\$600.00
A/C 209				

214966

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

214966

24-12 552
1230

PAY TO
Metal Goods Service
P.O. Box 12187
Portland, OR 97212

DATE

February 1, 1988

CHECK NO.

AMOUNT

\$600.00**

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH - PORTLAND, OREGON

(b) (6)

Sum of \$600 and 00 cts

Albert J. [Signature]
Gilbert [Signature]

NORTHWEST MARINE IRON WORKS

MAILING: P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

58721

DATE

2/1/88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2/1/88			\$600.00
4/C 209				

214967

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING: P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

214967

24-12-552
1230

PAY
TO

Pacific Piping Products
2130 N.W. York
Portland, OR 97210

DATE

February 1, 1988

CHECK NO.

AMOUNT

*****\$600.00*****

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH - PORTLAND, OREGON

(b) (6)

the sum of \$600 and 00 cts

Gilbert N. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
59800

DATE
2/1/88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2/1/88			\$600.00
A/C 209				

214968

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

214968

24-12 552
1230

PAY
TO

Palm Abrasive Tool
905 SE 14th
Portland, OR 97214

DATE
February 1, 1988

CHECK NO.

AMOUNT
\$600.00

FIRST INTERSTATE BANK OF OREGON
NW 29th & YEON BRANCH, PORTLAND, OREGON

(b) (6)

Gilbert H. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
63000

DATE
2/1/88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2/1/88			\$600.00
		A/c 209		

214969

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

214969

24-12 552
1230

PAY
TO

Posts Inc.
2245 St. Claude Ave
New Orleans, LA 70117

DATE
February 1, 1988

CHECK NO.

AMOUNT
*****\$600.00*****

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH, PORTLAND, OREGON

(b) (6)

The sum of \$600 and 00 cts

Robert J. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

64120

DATE

2/1/88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2/1/88			\$600.00
A/C 209				

214970

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE. BLDG. 2
PORTLAND, OREGON 97217

214970

24-12 552
1230

PAY
TO

Quimby Welding Supplies
1603 NW 14th Ave
Portland, OR 97209

DATE

February 1, 1988

CHECK NO.

AMOUNT

*****\$600.00*****

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

The sum of \$600 and 00 cts

Gilbert D. Miller

(b) (6)

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

64947

DATE

2/1/88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2/1/88			\$600.00
		A/C 209		

214971

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

214971

24-12 552
1230

PAY
TO

Raychem Corp
File 11344
Los Angeles, CA 90074

DATE

February 1, 1988

CHECK NO.

AMOUNT

*****\$600.00*****

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

67970

DATE

2/1/88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2/1/88			***\$600.00**
		4/c 209		

214972

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

214972

24-12 552
1230

PAY
TO

Joseph T. Ryerson
P.O. Box 3525
Seattle, WA 98124

DATE

February 1, 1988

CHECK NO.

AMOUNT

\$600.00**

FIRST INTERSTATE BANK OF OREGON
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

SI042471

NWMAR139820

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

71150

DATE

2/1/88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2/1/88			\$600.00
		A/C 209		

214973

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

214973

24-12 552
1230

PAY
TO

Singer Kearfott, C/O Ralston Cunningham Assoc
P.O. Box 3507
Bellevue, WA 98009

DATE

February 1, 1988

CHECK NO.

AMOUNT

*****\$600.00*****

FIRST INTERSTATE BANK OF OREGON
NW 29th & YEON BRANCH PORTLAND, OREGON

The sum of \$ 600 and 00 cts

*William J. ...
Gilbert ...*

(b) (6)

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

83554

DATE

2/1/88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2/1/88			\$600.00

214974

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

214974

24-12 552
1230

PAY
TO

Western Industrial Ceramics
10725 S.W. Tualatin
Tualatin, OR 97062

DATE

February 1, 1988

CHECK NO.

AMOUNT

\$600.00**

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

Handwritten signature: Gilbert H. Miller

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS PORTLAND, OR 97208

LOCATION PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

55018

DATE

2/1/88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2/1/88	600.00		\$360.00

3/25/88 check voided
60% of 600.00 class 12
#600 s/B class 13
4/c 209

214975

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS PORTLAND, OR 97208

LOCATION PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

214975

24-12 552
1230

PAY TO

Ronald Nisbet Associates
P.O. Box 4484
Portland, OR 97209

DATE

February 1, 1988

CHECK NO.

AMOUNT

*****\$360.00*****

FIRST INTERSTATE BANK OF OREGON
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

SI042474

NWMAR139823

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

03765

DATE

2/1/88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2/1/88			600.00

214986

A/C 209

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

214986

24-12 552
1230

PAY TO American Business Machines
2720 S.W. Corbett
Portland, Or 97201

DATE

February 1, 1988

CHECK NO.

AMOUNT

*****\$600.00*****

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
14460

DATE
2/1/88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2/1/88			600.00

214987

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

214987

24-12 552
1230

PAY TO Cascade Commercial Co.
3641 2nd Ave., South
Seattle, WA 98134

DATE
February 1, 1988

CHECK NO.

AMOUNT
*****\$600.00*****

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

16750

DATE

2/1/88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2/1/88			600.00

214988

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

214988

24-12 552
1230

PAY
TO

Clements & Assoc.
13135 Ventura Blvd.
Studio City, CA 91604-2219

DATE

February 1, 1988

CHECK NO.

AMOUNT

*****\$600.00*****

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

18152

DATE

2/1/88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2/1/88			600.00

214989

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

214989

2112 552
1230

PAY
TO

Comsaco Marine Corp.
Bldg. 132, Suffolk County Airport
Westhampton Beach, N.Y. 11978

DATE

February 1, 1988

CHECK NO.

AMOUNT

*****\$600.00*****

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

21270

DATE

2/1/88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2/1/88			600.00

214990

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

214990

24-12* 552
1230

PAY
TO

Chas H. Day Co.
602 S.E. 11Th
Portland, Or 97214

DATE

February 1, 1988

CHECK NO.

AMOUNT

*****\$600.00*****

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
29123

DATE
2/1/88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2/1/88			600.00

214991

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

214991

24-12 552
1230

PAY
TO

Arther Forsyth Co.
2800 15Th Ave., West
Seattle, WA 98119

DATE
February 1, 1988

CHECK NO.

AMOUNT
*****\$600.00*****

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
30568

DATE
2/1/88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2/1/88			600.00

214992

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

214992

24-12 552
1230

PAY
TO

Gebhardt Machine Works
3035 S.E. 17th #D
Portland, Or 97202

DATE
February 1, 1988

CHECK NO.

AMOUNT
*****\$600.00*****

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
44570

DATE
2/1/88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2/1/88			600.00

214993

PLEASE DETACH BEFORE DEPOSITING



NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

214993

24-12 552
1230

PAY TO LaGrand Industrial Supply
P.O. Box 1959
Portland, Or 97207-1959

DATE
February 1, 1988

CHECK NO.

AMOUNT
*****\$600.00*****

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

45911

DATE

2/1/88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2/1/88			600.00

214994

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

214994

24-12 552
1230

PAY
TO

Lincoln Electric Co.
22801 St. Clair Ave.
Cleveland, Ohio 44117

DATE

February 1, 1988

CHECK NO.

AMOUNT

*****\$600.00*****

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

the sum of \$600 and 00/100

Handwritten signature

(b) (6)

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
46295

DATE
2/1/88

INVOICE NO	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2/1/88			600.00

214995

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

214995

24-12 552
1230

PAY
TO

The Charles Lowe Co.
1400 Park Avenue
Emeryville, CA 94608

DATE
February 1, 1988

CHECK NO.

AMOUNT
*****\$500.00*****

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

48441

DATE

2/1/88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2/1/88			600.00

214996

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

214996

24-12 552
1230

PAY
TO

Marmon/Keystone
P.O. Box 1109
Auburn, WA 98071

DATE

February 1, 1988

CHECK NO.

AMOUNT

*****\$600.00*****

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
58905

DATE
2/1/88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2/1/88			600.00

214997

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

214997

24-12 552
1230

PAY
TO

Pacific States Galvanizing Inc.
720 N.W. 15th
Portland, Or 97209

DATE
February 1, 1988

CHECK NO.

AMOUNT
*****\$600.00*****

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
62580

DATE
2/1/88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2/1/88			600.00

214998

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

214998

24-12 552
1230

PAY
TO

Portland Screw Co.
6520 N. Basin Ave.
Portland, Or 97217

DATE
February 1, 1988

CHECK NO.

AMOUNT
*****\$600.00*****

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

THE SUM OF \$600 and 00/100

Handwritten signature

(b) (6)

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

71272

DATE

2/1/88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2/1/88			600.00

214999

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

214999

24-12 552
1230

PAY
TO

Skil Corporation
623 S.E. 12Th
Portland, Or 97214

DATE

February 1, 1988

CHECK NO.

AMOUNT

*****\$600.00*****

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/c 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER
82510

DATE
2/1/88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2/1/88			600.00

215000

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

215000

24-12 552
1230

PAY
TO

Watlow Electric Mfg., Co.
1432 N.W. 91st
Seattle, WA 98177

DATE
February 1, 1988

CHECK NO.

AMOUNT
*****\$600.00*****

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YEON BRANCH PORTLAND, OREGON

(b) (6)

A/C 209

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

VENDOR NUMBER

03374

DATE

2/26/88

INVOICE NO.	INVOICE DATE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
1986	2/1/88			600.00
A/C 209				

215126

PLEASE DETACH BEFORE DEPOSITING

NORTHWEST MARINE IRON WORKS

MAILING P.O. BOX 3109
ADDRESS: PORTLAND, OR 97208

LOCATION: PORTLAND SHIP REPAIR YARD

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

215126

24-12 552
1230

PAY
TO

Allied Industrial Sales
P.O. Box 531
Gresham, Or 97030

MAR 2 1988

DATE

February 26, 1988

CHECK NO.

AMOUNT

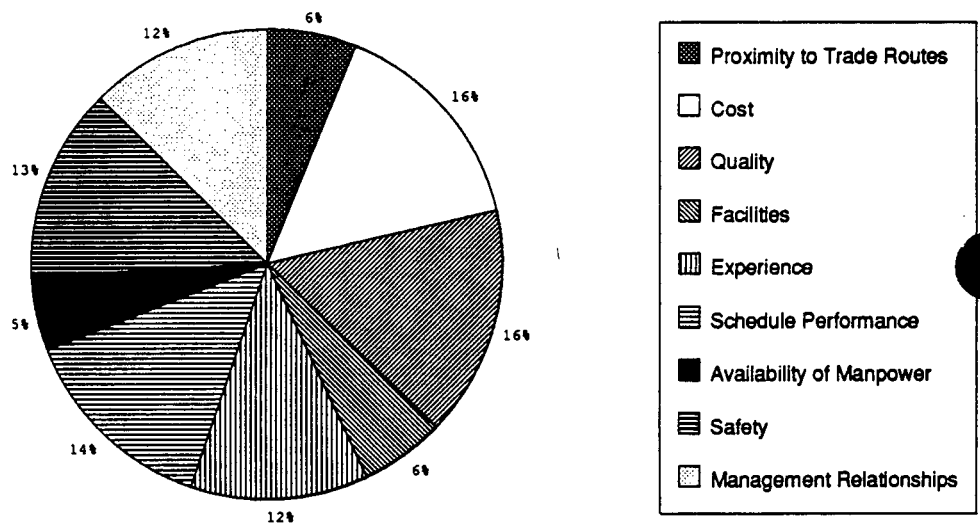
*****\$600.00*****

The sum of \$600 and 00 cts

NOT NEGOTIABLE

FIRST INTERSTATE BANK OF OREGON, N.A.
NW 29th & YE (b) (6)

Very Important Shipyard Attributes





NORTHWEST MARINE IRON WORKS

MAILING ADDRESS: P.O. BOX 3109
PORTLAND, OR 97208
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217
PHONE: (503) 285-7557
TWX: 910-464-6107 NORMARINE PTL

December 12, 1988

Serial No. 3355.49

Military Sealift Command, Pacific
Naval Supply Center
Building 310-5, Code P-10-1
Oakland, CA 94625-5010

Attention: Mr. A. Lawrence
Contracting Officer

Subject: USNS KAWISHIWI
Contract No. N62383-88-R-0001
Request for Equitable Adjustment

Reference: (a) NMIW Letter Serial No. 3355.36 Dated 6 October 1988

Gentlemen:

By reference (a), NMIW submitted a Request for Equitable Adjustment on the subject contract. Reference (a) addressed the issue of acceleration and premium time caused by late contract award and lack of an adequate planning period. By reference (a), NMIW discussed the impact caused to its production effort as a result of having to both plan the project, and begin production at the same time. NMIW presented a calculation of this impact based on a determination of the loss of efficiency caused during the initial weeks of the project. The loss of efficiency, or rather, lost earnings through these initial weeks was calculated by comparing the actual hours expended versus the hours earned. This calculation established the lost earnings that NMIW believes the Government is responsible.

In response, MSCPAC has commented that the analysis assumes that for each hour expended during the beginning of a project, an hour is earned. MSCPAC has commented that it does not believe this assumption is realistic. However, and to the contrary, NMIW has reviewed recent MSCPAC projects to confirm the analysis presented in reference (a).

NMIW has reviewed its recent MSCPAC projects to review the man hours expended and man hours earned for each project. NMIW, through reference (a), presented an analyses which indicated that man hours expended versus man hours earned should show a close correlation during the initial portion of a project. NMIW, in discussing this issue with MSCPAC, has stated that during unimpacted projects, NMIW earns at least one hour for each one hour expended during the initial phases of a project. As the project nears completion, and work items

Mr. A. Lawrence, Contracting Officer
Serial No. 3355.49
December 12, 1988
Page two

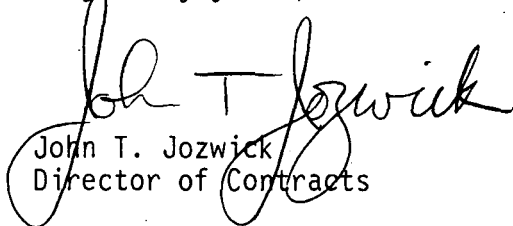
require final touch-up and completion, the earnings ratio drops while man hours are expended to complete the work items. When NMIW does not earn at least one hour for each hour expended during the initial phases of a project, the overall impact is a significant over run in attempting to make up progress and complete the project. In sum, loss of earnings at the beginning of a project results in an over budget condition at the end of a project.

Attached, please find several graphs which compare actual man hours expended versus hours earned on several MSCPAC projects. Projects such as the POINT LOMA, MERCY and MYER were chosen as a comparison because their planning periods exceeded one week and they were able to start without significant problems. Each of these projects supports the analyses of reference (a) wherein NMIW was able to earn at least one hour for each hour expended during the majority of the project until the final phases of completion and close out of work items.

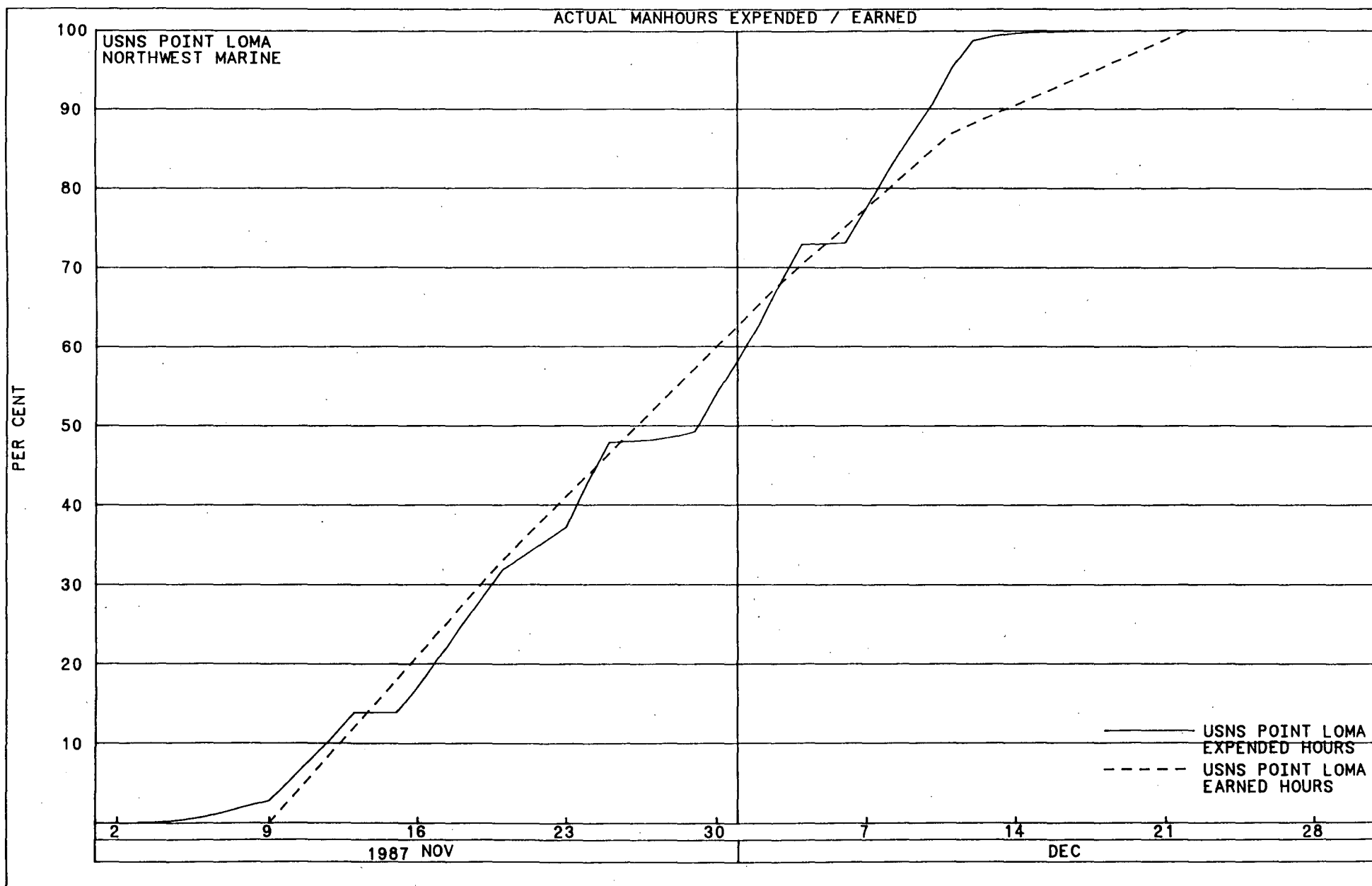
Comparing these charts to the KAWISHIWI project, a distinct difference can be noted. The KAWISHIWI project from its inception shows earnings which fall well below the man hours expended during this same period. The inability to earn these hours caused NMIW to expend significant man hours over budget to complete the project. The lost earnings analyses in reference (a) provides the basis of this amount. NMIW believes that reference (a) accurately reflects the amount of lost earnings as a result of having to accelerate its production effort into the time normally utilized for planning and preparing for a project. The attached charts support this position. NMIW believes that it should be compensated for the lost earnings as presented in reference (a).

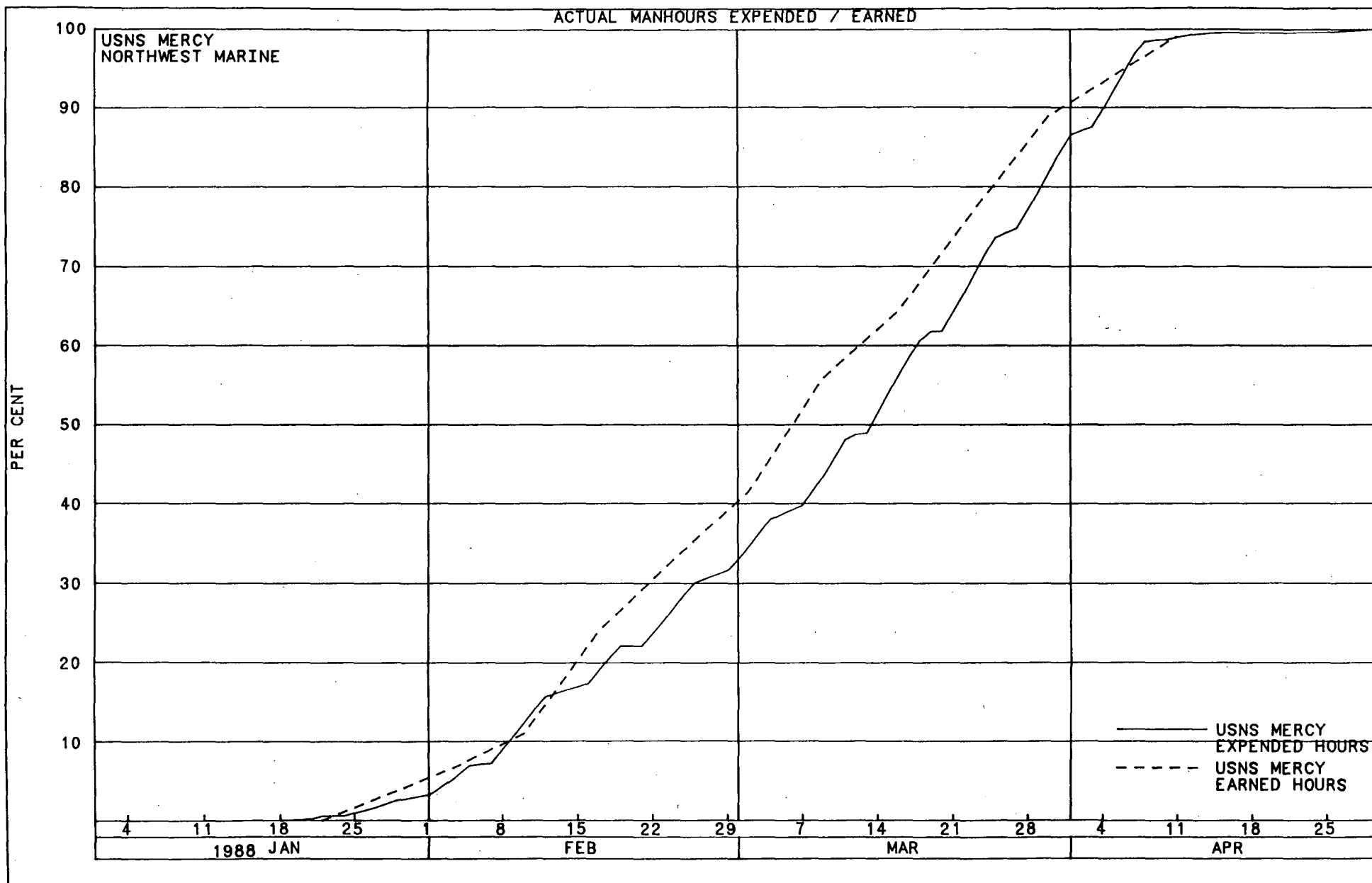
If you have any questions regarding the above, do not hesitate to contact the undersigned.

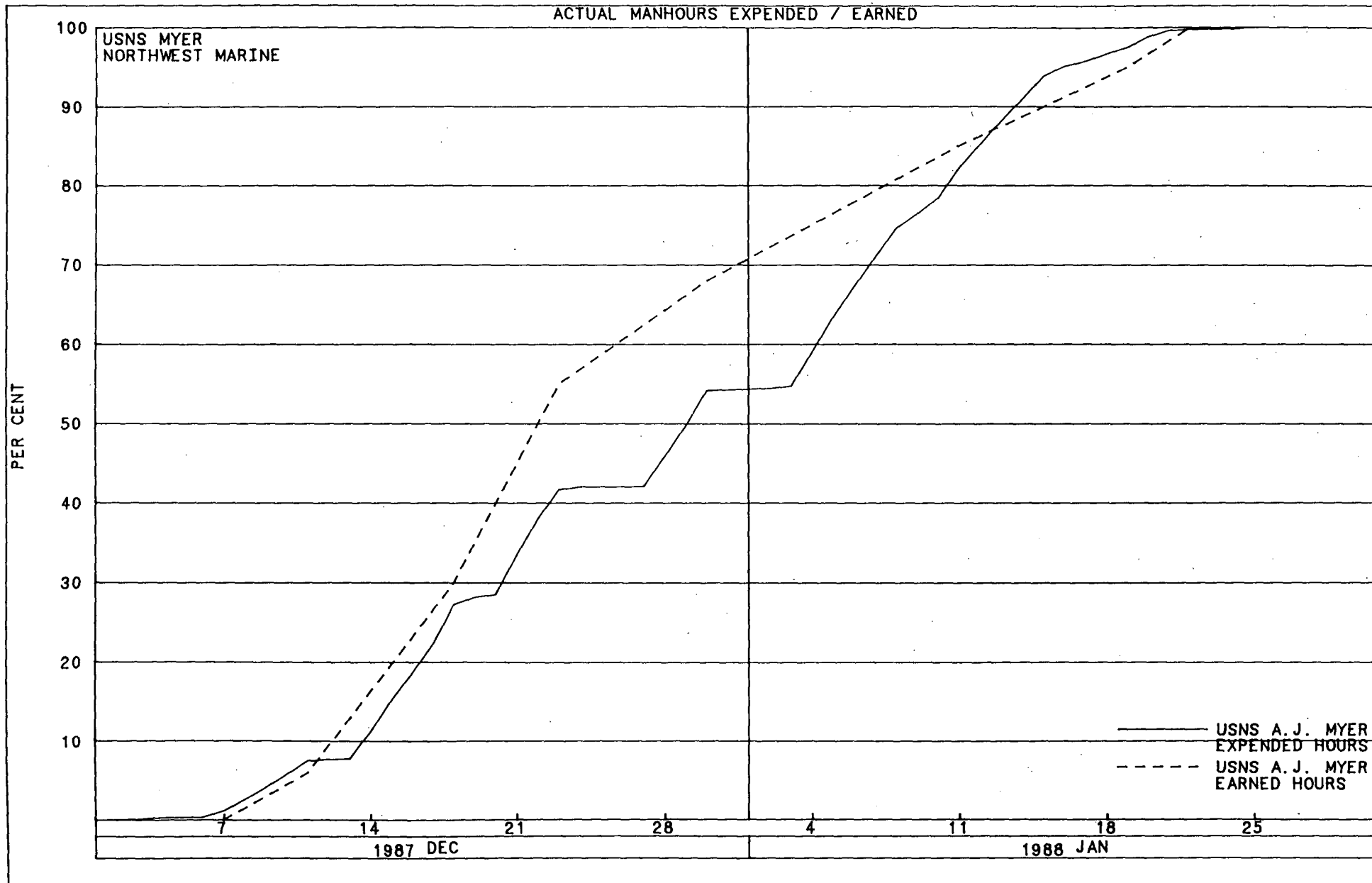
Very truly yours,


John T. Jozwick
Director of Contracts

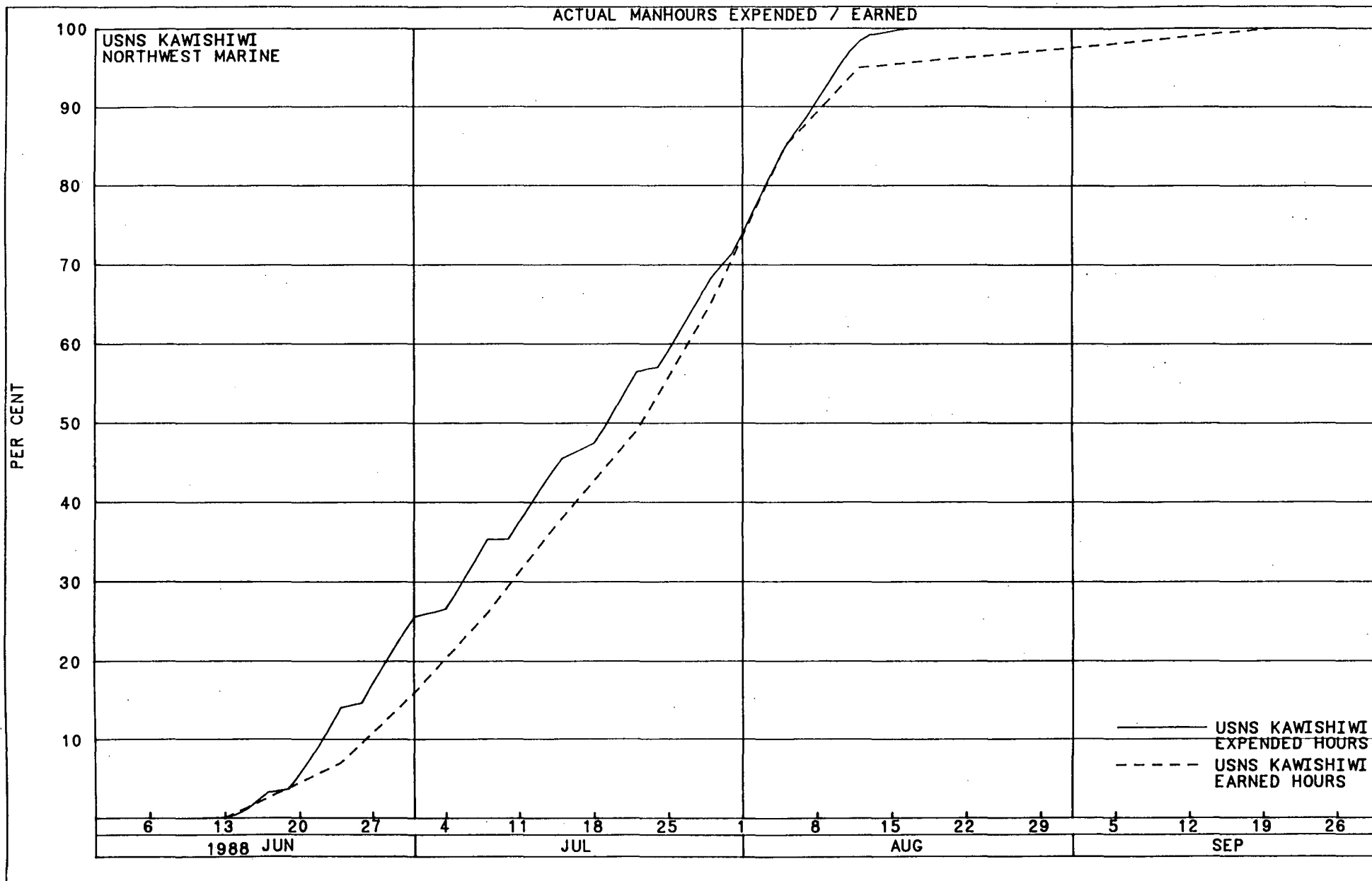
Enclosures: Charts







ACTUAL MANHOURS EXPENDED / EARNED





NORTHWEST MARINE IRON WORKS

MAILING ADDRESS: P.O. BOX 3109
PORTLAND, OR 97208
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217
PHONE: (503) 285-7557
TWX: 910-464-6107 NORMARINE PTL

December 14, 1988

Serial #3333.359

Supervisor of Shipbuilding
Conversion and Repair
Seattle, Washington 98115

Attention: Lt. Mary Logsdon
Project Officer

Subject: USS OKINAWA (LPH-3)
Contract No. N00024-85-H-8197
Job Order 7M03
AGR Manhours

Reference: (a) Contract Clause H-25

Reference (a) requires that the Contractor be prepared to accept and perform up to 77,792 manhours of growth (AGR) work to the contract.

As reported in the weekly status report dated 13 December 1988, 66,085 manhours of AGR work have been negotiated and accepted to date. Additionally, NMIW has submitted a claim for work already accomplished as growth to the Freeboard Preservation work item (631-21-002) in the amount of 17,691 manhours. Currently, we have estimated but not yet negotiated 2,727 manhours in various price proposals amounting to approximately 200 manhours. All of this is growth work and could be properly charged to the AGR account. In summary:

AGR initial account	77,792
Negotiated thru 12/13/88	66,085
Freeboard Claim	17,691
Estimated, not negotiated thru 12/13/88	2,727
Currently being estimated	200

Balance	-8,911
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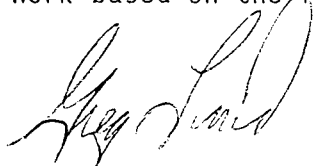
Since the AGR account is now over committed, the following actions are indicated:

- A. Cancel negotiations on all items priced at the AGR rate except for the Freeboard claim, reprice these items at the forward pricing rate and continue with negotiations.

Lt. Mary Logsdon, Project Officer
Serial No. 3333.359
December 14, 1988
Page two

- B. Price all future price proposals at the forward pricing rate.
- C. Since less than 12,000 AGR manhours are available for application to the Freeboard claim, reprice the remaining hours at the forward pricing rate during negotiations.

Based on the above, Northwest Marine Iron Works cannot negotiate any further growth work at the AGR rate. Price proposals will be submitted for all future work based on the forward pricing rate.



Greg Lind
Project Manager

cc: ✓ B. Zavin J. J. Coleman
 D. Nugent L. Smith
 T. Ronningen F. Maxwell
 J. Jozwick G. Newell



NORTHWEST MARINE IRON WORKS

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December 1, 1988

Captain J. Schultz, USN
Commander
Military Sealift Command, Pacific
Building 310-5
Naval Supply Center
Oakland, CA 94625-5010

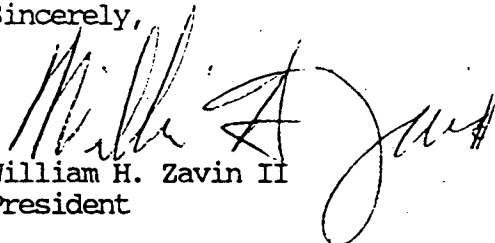
Dear Commodore:

I must express my concern that the finalization of MERCY and KAWISHIWI contracts appear to be no further along than when I raised the issue with you in early September.

The attached status memorandum from our Contracts Director, John Jozwick, indicates little understanding of the sense of urgency needed by MSCPAC in resolving these issues.

I would greatly appreciate your support in bringing these outstanding issues to a rapid close.

Sincerely,


William H. Zavin II
President

WHZ/ba

Enclosure



COMMANDER
MILITARY SEALIFT COMMAND
PACIFIC

9 December 1988


Dear Bill —

I agree with the concern you raised in your letter of December 1, 1988 and have reviewed the actions being taken by my command to settle the MERCY and KAWISHIWI contracts.

My staff recognizes and shares the sense of urgency your company has in resolving the issues. As you are aware, some of the issues are complex. Those issues will continue to require time to perform the necessary analyses prior to the final establishment of a firm Government position in response to your requests for adjustment.

You can be assured that it is MSCPAC's intention to bring these outstanding issues to a close as rapidly as possible. I will continue to push in that direction.

Sincerely,


J. S. Schultz,
Captain USN

Mr. William H. Zavín II
President
Northwest Marine Iron Works
P. O. Box 3109
Portland, Or. 97208



NORTHWEST MARINE IRON WORKS

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December 1, 1988

Captain J. Schultz, USN
Commander
Military Sealift Command, Pacific
Building 310-5
Naval Supply Center
Oakland, CA 94625-5010

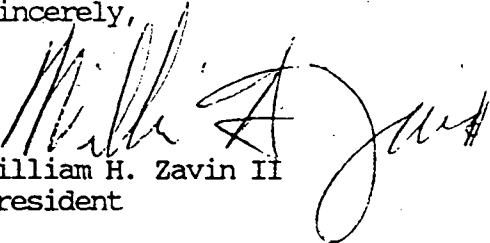
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The attached status memorandum from our Contracts Director, John Jozwick, indicates little understanding of the sense of urgency needed by MSCPAC in resolving these issues.

I would greatly appreciate your support in bringing these outstanding issues to a rapid close.

Sincerely,


William H. Zavin II
President

WHZ/ba

Enclosure



NORTHWEST MARINE IRON WORKS

December 8, 1988

Supervisor of Shipbuilding
Conversion and Repair, USN
Seattle, WA 98115

Attention: LCDR. C. Tucker, (SC) USN
Contracting Officer

Subject: USS DULUTH
Contract Number N00024-85-C-8506;
Request for Equitable Adjustment Negotiations

References: (a) SupShip Letter Serial 4113-4360 dated 5 October 1988
(b) NMIW Letter dated 11 October 1988
(c) SupShip Letter Serial 4113-4370 dated 17 October 1988
(d) NMIW Letter dated 4 November 1988
(e) SupShip Letter Serial 400-4938 dated 17 November 1988

Gentlemen:

By reference (a), the on-site Contracting Officer confirmed that negotiations of the subject Request for Equitable Adjustment (REA) had commenced on 9 September 1988. The on-site Contracting Officer also stated that the Navy had responded to all elements of the REA.

Reference (b) confirmed that negotiation of the DULUTH REA had commenced. However, NMIW disagreed with the on-site Contracting Officer that the Navy had responded to all elements of the REA.

By reference (c), the on-site Contracting Officer once again stated that the Navy had presented its position for each element of the REA.

In reference (d), NMIW discussed the DULUTH negotiations, and a visit by Captain Harshbarger. Reference (d) provided NMIW's prospective on the DULUTH negotiations and the rationale for its comments contained in the point paper that was attached to the letter. In reference (d), NMIW referred to reference (c) stating that the Government had not responded to the detailed rationale provided for each area of the REA that NMIW believed it was entitled to compensation. Reference (d) continued to state, "while NMIW has provided a justification for each element of its REA, the Supervisor has yet to explain the difference of position in its assessment of entitlement or quantum." As a result, NMIW enclosed a prepared checklist to be utilized by NMIW's negotiator in order to better define areas of entitlement and quantum.

On November 28, 1988, the on-site Contracting Officer and NMIW continued the negotiation of the subject REA. NMIW's negotiator utilized the checklist to ascertain the Government's position on each issue contained within the REA. The following comments summarize the Government's position on each issue and NMIW's response.

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LCDR. Tucker
USS DULUTH
December 8, 1988
Page two

RESPONSES TO DULUTH NEGOTIATIONS

MANDAY RESERVATION

During the negotiations of November 28, 1988, the on-site Contracting Officer stated that the Government was denying entitlement on this issue because NMIW management agreed to allow SupShip to transfer reserve mandays between the "D and F" and "K" ShipAlts for supplemental and emergent work. As a result of the entitlement denial, no quantum was allowed for this issue.

In response, NMIW provides the following comments.

While the on-site Contracting Officer's position was that NMIW agreed to allow the transfer of reserve mandays between the four categories, he failed to address the issue raised in the REA concerning the manday reservation. Specifically, while NMIW allowed the transfer of reserve mandays between the ShipAlt packages, this was done so after the Government had interpreted and defined the meaning of these packages and the definition and interpretation of supplemental and emergent work categories. Only after the Government had defined and stated to NMIW these respective contract interpretations, did NMIW agree to the transfer. Thus, the on-site Contracting Officer's position on entitlement does not address the issue raised in the REA - an erroneous contract interpretation by the Government.

Pages 3, 4, and 5 of the REA Statement of Facts discuss the supplemental/emergent work clause contained in the DULUTH contract. As stated on pages 5 thru 14, the Government defined the meaning of this contract clause. Pages 12 thru 14 specifically identified the sequence of events that led to the Government's redefinition of the contract provision.

In essence, the Contracting Officer, SupShip Seattle, and NAVSEA had redefined the definition of supplemental work and emergent work from that contained in the contract provision to one of "new work" and "emergent work", respectively. NMIW protested the definitions imposed by the Government as the REA discusses. It wasn't until after the Government's interpretation and redefinition of the clause that there was a discussion concerning the transfer of hours between the ShipAlt packages. However, as addressed in the Request for Equitable Adjustment, the redefinition and interpretation by the Contracting Officer, SupShip and the Government was an erroneous interpretation of the contract provision and was not addressed during the November 28, 1988 negotiations.

In the Justification for Payment section of the REA, NMIW has presented in pages 2 thru 9 its justification that the redefinition, but more importantly, the erroneous interpretation of the contract provision does not bar NMIW from recovering the costs associated with this issue.

LCDR. Tucker
USS DULUTH
December 8, 1988
Page three

The on-site Contracting Officer has failed to address the issue raised by the REA or to provide a response to the justification for entitlement that NMIW has provided in the REA. As a result, NMIW believes it is entitled to be compensated for these costs.

IMPACT COSTS RESULTING FROM ADDITIONAL HULL WORK AND DRYDOCK EXTENSION

During the November 28, 1988 negotiations, the on-site Contracting Officer stated that his position was to deny entitlement as "all impact costs should have been included in the max-mod". Additionally, the on-site Contracting Officer stated that it was the Government's opinion that the extension actually aided rather than hindered NMIW's performance on the contract and thus any issue of delay, disruption, inefficiency or displacement if linked to the additional underwater hull work was denied in entitlement.

Once again, the on-site Contracting Officer has denied entitlement without addressing the specific points raised in the REA. While the on-site Contracting Officer stated that all impact costs should have been included in the max-mod, the REA described in detail, with supporting documentation, the fact that it was the Government who refused to allow NMIW to include these costs in the negotiation of changes. As stated on page 30 of the REA Statement of Facts, the project records recorded that :

Prices are to be negotiated on the basis of work scope only. D & D will be entertained only if they can be qualified to Sup/Ship i.e., assumption of possible D & D will not be accepted. [Emphasis added.]

Additionally:

Both Dan [Enz] and Joe [Brown] [SupShip Seattle] stated they only want to negotiate on the "work scope only". Ancillary delays/disruptions unless absolutely quantified will not be subject of any nego as far as they are concerned. Dan went further saying this is true of any item we feel we've been cheated on or any change orders. I said that every change has an effect upon the specified work. Dan said again that only work scope shall be addressed in negotiations. [Emphasis added.]

Thus, the on-site Contracting Officer's statement that all impact costs should have been included in the max-mod fails to address the issue raised by the REA. The issue is the Government's refusal to include these costs in the negotiation of change orders. Further, not only did the Government refuse to include these costs in the negotiation of change orders, they were also well aware that the price of each change was for the direct scope of work only. Pages 20 thru 50 of the Statement of Facts, detailed the chronology and events that occurred during the negotiation of the additional underwater hull work and drydock extension.

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Page four

In addition to the events that occurred regarding this issue, NMIW has provided a detailed justification as to why NMIW is not barred from recovering these costs. Pages 9 thru 47 of the REA Justification for Payment provides an in-depth analysis of why NMIW is entitled to recover those costs that the Government refused to include in the negotiation of change orders. Thus, while the Government's denial of entitlement was based on whether impact costs should have been included in the max-mod, the on-site Contracting Officer has not addressed the issue raised in the REA nor has he provided any justification for the Government's position in response to NMIW's analysis and justification of this issue. NMIW believes that it is entitled to recover these costs.

SHIP'S FORCE IMPACTS AND DEFECTIVE SPECIFICATIONS

During the November 28, 1988 negotiations regarding these two issues, the Contracting Officer has recognized entitlement and proposed an offer on each issue. The on-site Contracting Officer, however, was not specific about where the basis of his offer was found or how it was determined. Thus, NMIW is evaluating the offer made by the on-site Contracting Officer in attempting to determine the basis of this offer.

USCGC STORIS

The Government's position on this issue was to deny entitlement in total. NMIW's understanding of this denial is based on the on-site Contracting Officer's statements that in the Government's opinion, the STORIS delay to dry-docking were: NMIW made; that if there was Government responsibility, it is a concurrent delay; and that early severe cold weather impacted the DULUTH's undocking which, in turn, delayed STORIS docking which is an act of God and not compensable as Government liability.

In response, NMIW is evaluating the Contracting Officer's statements and will respond when our review is completed.

EMERGENCY STERN GATE RIGGING

The Government's position on this issue was to deny entitlement in total. The Government's position was that the additional effort asserted in the REA was covered by the basic specification item or the standard item interferences provision. The on-site Contracting Officer also stated that all issues regarding the emergency stern gate were settled during the project but could not identify who from NMIW settled the issues, nor did he provide any documentation to support this position.

LCDR. Tucker
USS DULUTH
December 8, 1988
Page five

In response, NMIW is reviewing the Government's position that the additional work was covered by the specification and/or was settled during the project. However, NMIW believes that the REA presented facts that this issue was not covered by the specification or covered by any change order. NMIW will provide a response when this review is completed. Additionally, NMIW requests the on-site Contracting Officer to support his assertion that this issue was settled throughout the project. This would aid in the resolution of this issue.

STRUCTURAL REPAIRS BELOW MAIN DECK

The Government's position was to offer 709 hours for this issue. NMIW is evaluating the Contracting Officer's offer at the present time and will respond accordingly.

LIVING BARGE IX-502

The negotiations between NMIW and the on-site Contracting Officer revealed that, at this time, the Government does not recognize entitlement for this issue as "NMIW had an opportunity to shipcheck the IX-502 Barge during the bid period"; although he did not provide any support for this position. The on-site Contracting Officer, however, stated that if NMIW can refute this position, the issue would be open to further negotiations. In response, NMIW is reviewing the on-site Contracting Officer's statements and will provide support for NMIW's position.

PROPULSION SHAFTING REA

The on-site Contracting Officer has denied entitlement on this issue stating that the Government issued a price proposal for this work which was negotiated and agreed to. In response, NMIW is reviewing the job documents to review whether this issue has been negotiated and agreed to between NMIW and the Government. NMIW will provide a response when this review is completed.

LOSS OF USE OF MONEY

The on-site Contracting Officer has denied entitlement on this issue stating that the Government views this issue as an unallowable cost under the FAR as interest.

In response, FAR Para 31.205-20 discusses the allowability of interest and other financial costs. It states in part:

Interest on borrowings (however represented), . . . are unallowable . . .
. [Emphasis added.]

LCDR. Tucker
USS DULUTH
December 8, 1988
Page six

NMIW's request for the loss of use of money is not an interest on borrowings or any other category listed in FAR 31.205-20. As discussed on pages 59 and 60 of the REA Justification for Payment, this issue addresses the recovery of the loss of NMIW's equity or capital which resulted from financing the additional work outlined in the REA. As stated on page 59 of the Justification for Payment, the Armed Services Board of Contract Appeals has recognized a company's detrimental loss of use of its capital when forced to finance Government caused changes.

In order to provide a reasonable estimate of the loss of use of this money, NMIW utilized a computation based on investing this capital into a conservative 52 week Treasury Bill earnings account. NMIW has utilized the 52 week Treasury Bill rates instead of a more speculative capital stock or mutual fund growth rate. Thus, while the calculation is based upon an interest bearing account, the loss of use of money is not an unallowable cost pursuant to FAR 31.205-20. NMIW believes that it is entitled to these costs as outlined in its REA.

PROPOSAL PREPARATION COSTS

The REA requested a total of \$251,649 for proposal preparation costs incurred prior to the submittal on March 10, 1987. During the negotiations, the on-site Contracting Officer stated that NMIW was not entitled to these costs as "DCAA and SupShip views these costs as unallowable" under the FAR.

In response, NMIW disagrees with the Government's position and provides the following comments.

FAR Para 31.205-33(d) states in part:

Costs of legal, accounting, and consulting services and directly associated costs incurred in . . . the prosecution of claims or appeals against the Government are unallowable. . . [Emphasis added.]

Specifically, this FAR provision disallows those costs involved in the prosecution of claims or appeals. Since this matter has not proceeded to an appeal, and since the costs were incurred prior to its submittal to the Government, the reference to the word "appeal" is not applicable. Thus, the disallowance of these costs apparently is based on the definition of "the prosecution of claims". In order to determine the definition of this phrase, FAR 33.201 states in part:

"Claim," as used in this subpart, means a written demand or written assertion by one of the contracting parties seeking, as a matter of right, the payment of money in a sum certain, the adjustment or interpretation of contract terms, or other relief arising under or

LCDR. Tucker
USS DULUTH
December 8, 1988
Page seven

relating to the contract. . . [A] written demand or written assertion by the contractor seeking the payment of money exceeding \$50,000 is not a claim under the Contract Disputes Act of 1978 until certified as required by the Act and 33.207. A voucher, invoice, or other routine request for payment that is not in dispute when submitted is not a claim. The submission date may be converted to a claim by written notice to the Contracting Officer as provided in 33.206(a), if it is disputed either as to liability or amount or is not acted upon in a reasonable time. [Emphasis added.]

In referring to FAR Para 33.206(a), it states:

Contractor claims shall be submitted in writing to the Contracting Officer for a decision. The Contracting Officer shall document the contract file with evidence of the date of receipt of any submission from the Contractor deemed to be a claim by the Contracting Officer. [Emphasis added.]

NMIW submitted its REA on March 10, 1987. Subsequently, a meeting was held between NMIW and SupShip Seattle on May 19, 1987 to discuss the submittal. At this meeting, the Contracting Officer was questioned as to when a decision would be received from the Government. In response, the Contracting Officer stated that he could not tell NMIW when decision would be made on the REA.

On May 21, 1987, NMIW forwarded a letter to the Contracting Officer requesting a response and position from the Government on the REA.

In response to NMIW's request, the Contracting Officer, by SupShip Seattle letter serial 130-2352, dated June 12, 1987, stated:

It is an implied conversion of your Request for Equitable Adjustment into a claim as that term is defined at FAR 33.201 and constitutes the initiation of a claim as per FAR 33.206. This interpretation appears consistent with the preliminary, oral assessment we presented to you on Request for Equitable Adjustment on 19 May 1987.

This means that the timing for issuance of a Contracting Officer's decision is governed by FAR 33.211(c)(2). [Emphasis added.]

Thus, while the on-site Contracting Officer has denied entitlement to the requested proposal preparation costs, his rationale is not supported by the FAR and the correspondence regarding the Contracting Officer's determination of the REA to be in dispute as a claim as a result of NMIW's May 21, 1987 letter. NMIW is entitled to be compensated for these costs as they were incurred prior to this date.

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USS DULUTH
December 8, 1988
Page eight

CEILING ADJUSTMENT

The on-site Contracting Officer stated that the ceiling adjustment issue will be determined after final contract negotiations. NMIW does not object to this determination as it is consistent with the ceiling adjustment made to the CUSHING REA.

INTEREST

The on-site Contracting Officer's position was that interest is allowable under certain circumstances and would be determined after final negotiations like the ceiling adjustment. In response, NMIW's position on this issue is that interest is allowable on the negotiated amount pursuant to the Contract Disputes Act from the date of claim until the claim is paid by the Government. The amount of interest will be determined on final negotiation and settlement of the REA.

CONCLUSION

While NMIW is reviewing the Government's comments concerning the STORIS, Emergency Stern Gate Rigging, Living Barge, and Propulsion Shafting issues, NMIW believes the positions taken by the on-site Contracting Officer on the remaining issues failed to address the points raised by the REA in either the Statement of Facts or Justification of Payment sections. NMIW is once again displeased that the issues have not been addressed yet reference (e) states in part:

Considerable effort has been expended by the Government on the USS DULUTH REA to reach a position from which negotiations can commence. The considerable variance between our position arises from poorly supported pricing on the part of the Contractor.

However, the apparent variance in position is the denial of entitlement not the issue of pricing. Further, as stated above, the on-site Contracting Officer denied entitlement yet failed to address the issues of entitlement raised by the REA. NMIW believes that the issues raised by the REA should have been discussed. Although the Contracting Officer, by reference (e), stated that it was not the Government's duty to justify the Contractor's entitlement, NMIW believes that the Government has a duty to justify its own position.

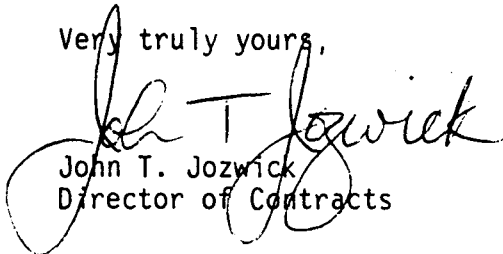
As stated above, NMIW is reviewing several of the issues addressed in the REA as presented by the on-site Contracting Officer. NMIW requests that those remaining issues discussed above be addressed specifically to the facts and justification presented in the REA. Additionally, NMIW requests that the

LCDR. Tucker
USS DULUTH
December 8, 1988
Page nine

on-site Contracting Officer substantiate and/or justify his positions regarding denial of entitlement and assertions of fact. NMIW's negotiator will remain in contact with the on-site Contracting Officer to resume negotiations when NMIW has completed its review of the specified issues, and when it has received a response to the issues regarding Manday Reservation, Underwater Hull Work and Drydock Extension, Emergency Stern Gate, Loss of Use of Money, and Proposal Preparation Costs.

If you have any questions regarding the above, do not hesitate to contact the undersigned.

Very truly yours,



John T. Jozwick
Director of Contracts

NORTHWEST MARINE IRON WORKS

OUTSTANDING GOVERNMENT ISSUES

U. S. NAVY

DULUTH	(5/86)	\$	5,864,969	
CUSHING	(7/86)		1,052,403	(1)
STORIS	(9/86)		2,197,276	(2)
FOSTER	(7/88)		1,339,490	→ \$ 4,163,050 (4)
OKINAWA	(-)		<u>2,212,657</u>	(3)
		\$	12,666,795	→ \$ 15,490,355

MILITARY SEALIFT COMMAND

MERCY	(4/88)	\$	104,000
KAWISHIWI	(8/88)		1,175,241
HIGGINS	(10/88)		<u>203,336</u>
		\$	1,482,577

GRAND TOTAL(S)	\$	14,149,372	→	\$ 16,972,932
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NOTES:

- (1) Settled, modification not received.
- (2) Includes \$207,415 settlement, modification not received.
- (3) Includes \$118,972 settlement, modification not received.
- (4) Costs documented on Forms 1411.

NORTHWEST MARINE IRON WORKS

OUTSTANDING GOVERNMENT ISSUES

U.S. NAVY

	REA Value	Gov't Position	△	Billable
USS DULUTH (LPD-6) (Delivered 5/86)	\$ 5,864,969	\$ 172,358	\$ 5,692,611	\$ --
USS CUSHING (DD-985) (Delivered 7/86)	\$ 1,052,403	(Awaiting Contract Modification)		\$ 1,052,403
USCG STORIS (WMEC-38) (Delivered 9/86)	\$ 1,944,861	(To Be Submitted Week of 12/5)		\$ --
	207,415	(Awaiting Contract Modification)		207,415
	45,000	Price Proposals Yet To Be Negotiated		--
	<u>\$ 2,197,276</u>			<u>\$ 207,415</u>

	Max Mod Value	1411 Value
USS PAUL F. FOSTER (DD-964) (Delivered 7/88)		
a) VLS Kits	\$ 489,390	\$ 736,045
b) Sonar Kit	628,394	576,857
c) LAMPS Kit	370,351	872,928
d) Contract Extension	1,939,846	4,092,577
e) #2 Generator	<u>203,672</u>	<u>176,806</u>
	\$ 3,631,653	\$ 6,455,213
Unilateral Price Determination SupShip Seattle	<u>- 2,292,163</u>	<u>- 2,292,163</u>
	\$ 1,339,490	\$ 4,163,050

NORTHWEST MARINE IRON WORKS

OUTSTANDING GOVERNMENT ISSUES

U.S. NAVY (Continued)

USS OKINAWA (LPH-3)
(6/88 - 3/89)

REA Value

a) Defueling	\$ 1,258,685	* Submitted 09/19/88
b) Asbestos	118,972	* Settled 12/1/88 at asked for price
c) Late Move-Off	300,000	* Not yet submitted; EDS 12/23/88
d) Freeboard	535,000	* To be submitted week of 12/5/88
	<hr/>	
	\$ 2,212,657	

NORTHWEST MARINE IRON WORKS

OUTSTANDING GOVERNMENT ISSUES

MILITARY SEALIFT COMMAND

	Value	Gov't Position	△	Billable
USNS MERCY (T-AH 19) (Delivered 4/88)	\$ 74,000	(Withheld For Drawings)		
	<u>30,000</u>	(Withheld For Spare Parts)		
	\$ 104,000			
 USNS KAWISHIWI (T-AO 146) (Delivered 8/88)	 \$ 452,539	 (REA/Late Contract Award)		
	185,061	(REA/Drydock Issues)		
	178,057	(REA/Testing Delays)		
	96,211	(REA/Propeller Shaft)		
	<u>263,373</u>	Retention Withheld		
	\$ 1,175,241			
 USNS HIGGINS (T-AO 190) (Delivered 10/88)	 \$ 99,061	 Retention Withheld		
	<u>104,275</u>	Unbilled Progress		
	\$ 203,336			
 TOTAL	 \$ 1,482,577			



NORTHWEST MARINE IRON WORKS

MAILING
ADDRESS:

P.O. BOX 3109
PORTLAND, OR 97208

5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217

PHONE: (503) 285-7557

TWX: 910-464-6107 NORMARINE PTL

December 9, 1988

Supervisor of Shipbuilding
Conversion and Repair, USN
Seattle, WA 98115

Attention: LCDR. C. Tucker (SC) USN
Contracting Officer

Subject: USS DULUTH
Contract No. N00024-85-C-8506;
Request for Equitable Adjustment Negotiations

Reference: (a) NMIW Letter Dated December 8, 1988

Gentlemen:

By reference (a), NMIW discussed the November 28, 1988 negotiations of the subject Request for Equitable Adjustment (REA) on the DULUTH contract. Within reference (a), NMIW stated that it was reviewing several of the issues as presented by the on-site Contracting Officer. The following will provide an update to several of the issues that NMIW has been able to review at the present time. As provided in reference (a), NMIW will state the on-site Contracting Officer's position and NMIW's response now that it has had time to review the on-site Contracting Officer's statements.

EMERGENCY STERN GATE RIGGING

As stated in reference (a), the Government's position on this issue was to deny entitlement. The on-site Contracting Officer's position was that the additional effort described by the REA was covered by the basic specification, a standard interference item, or settled during the project.

In reviewing the on-site Contracting Officer's position, NMIW disagrees with the Government's position. The REA identified eight specific issues wherein NMIW described why it believed each issue was beyond the scope of the base item, the interference item, or any change order associated with this item. Further, one of the issues described additional effort that was caused when ship's force personnel spray painted a compartment that NMIW had just stripped of paint which caused NMIW to restrip and reprepare the compartment for its anticipated welding work. This issue was not addressed by the on-site Contracting Officer. Additionally, another issue discussed the impact from the ship's force personnel's failure to provide fire watches. This issue was not addressed by the on-site Contracting Officer.

LCDR C. Tucker
USS DULUTH
December 9, 1988
Page two

NMIW has reviewed the on-site Contracting Officer's statement and has researched the specification, standard items, and change orders issued for this work item. NMIW still believes that the additional effort described in the REA was beyond the scope of the contract. NMIW has also researched the comments that these issues were settled during the project. NMIW finds no evidence to support this assertion. As a result, NMIW believes that it is still entitled to the hours presented in the REA for the eight issues discussed concerning the Emergency Stern Gate work item.

STRUCTURAL REPAIRS BELOW MAIN DECK

As stated in reference (a), the on-site Contracting Officer offered 709 hours for this issue. In evaluating this offer, NMIW is uncertain as to how this value was calculated. The REA for the Structural Repairs provided a calculation for this effort as 1182 straight time hours and 132 overtime hours for this effort. The 709 hour offer by the on-site Contracting Officer does not distinguish between the straight time and overtime work or the reason for disallowing the remaining 605 hours. As a result, NMIW requests the on-site Contracting Officer to define the 709 (straight time or overtime) hours and the reasons for disallowing the additional 605 hours NMIW expended on this item.

LIVING BARGE IX-502

As stated in reference (a), the on-site Contracting Officer did not recognize entitlement for this issue as "NMIW had an opportunity to shipcheck the IX-502 barge during the bid period". NMIW has reviewed the solicitation documents and finds no provision for shipchecking the subject barge.

NMIW questions this position by the on-site Contracting Officer when the REA describes the recognition by the Government that the condition of the barge was unanticipated, that NMIW was entitled to be compensated for additional work to prepare the barge for a crew move off, and that NMIW was compensated by several change orders to accomplish specific improvements and repairs to the barge. The REA describes these facts, and the additional effort that was required to prepare the barge that was not compensated for. NMIW continues to believe that it is entitled to be compensated for this additional work effort.

LCDR. C. Tucker
USS DULUTH
December 9, 1988
Page three

PROPULSION SHAFTING REA

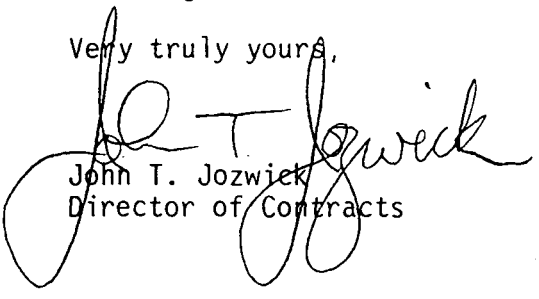
By reference (a), the on-site Contracting Officer denied entitlement on this issue stating that the issue was covered by change orders to the basic specification item. While NMIW believes that the effort it expended far exceeded the work effort that was anticipated or discussed during the negotiation of changes on this issue, NMIW may consider not pursuing this item during the negotiation process.

CONCLUSION

By reference (a), NMIW stated that it would respond to several of the issues. The comments provided above discuss NMIW's position on the four individual REA's that were included in the overall submittal. NMIW is continuing to evaluate the USCGC STORIS issue, and the offers made by the on-site Contracting Officer on Ship's Force Impact and Defective Specifications. NMIW will continue to review these issues and provide a response when our review is completed.

If you have any questions regarding the above, do not hesitate to contact the undersigned.

Very truly yours,



John T. Jozwick
Director of Contracts

SUPSHIP SEATTLE 2300/4 (Rev. 02/88)

DEX TRANSMISSION ORDER

TO: ACTIVITY/COMPANY NMIW
NAME/CODE _____
DEX PHONE NO _____
VOICE PHONE NO _____
REMARKS _____

FROM: SUPSHIP SEATTLE
NAME/CODE 1400
IF YOU DO NOT RECEIVE _____ PAGES, INCLUDING COVER,
PLEASE CALL COML (206) 526-3416/3518 or AV 941-3416/3518.
REMARKS: _____



DEPARTMENT OF THE NAVY
SUPERVISOR OF SHIPBUILDING, CONVERSION, AND REPAIR, USN
SEATTLE, WASHINGTON 98115-5003

IN REPLY REFER TO:

LPH3
Ser 400-5288

DEC 15 1988

Northwest Marine Iron Works
5555 N. Channel Avenue, Bldg. 2
Portland, OR 97217

Gentlemen:

In Mr Zavin's recent discussion with Captain Harshbarger in Washington he indicated that NMIW would submit an REA for "late crew move off" USS OKINAWA (LPH-3). As this REA has not yet been received, I request that you inform SUPSHIP Seattle of the REA's expected date of submission.

Sincerely,


C. H. TUCKER
Contracting Officer

Copy to:
NAVSEA (SEA 02)

P03

12.16.88 08:50 AM *SUPSHIP SEATTLE



DEPARTMENT OF THE NAVY
SUPERVISOR OF SHIPBUILDING, CONVERSION, AND REPAIR, USN
SEATTLE, WASHINGTON 98115-5003

IN REPLY REFER TO:
LPD6
Ser 400-5289

DEC 15 1988


Northwest Marine Iron Works
5555 N. Channel Avenue, Bldg 2
Portland, OR 97217

Dear Mr. Zavin,

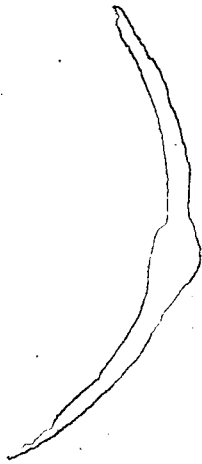
The current status and progress towards resolution of the USS DULUTH claim is unsatisfactory. The fact finding sessions held and letter writing campaign between Northwest Marine Iron Works and SUPSHIP Seattle have not resolved a single substantive issue to date.

In order to overcome this impasse I propose to meet with you at SUPSHIP Seattle's Project Office in Portland at 0900 on 20 December 1988 to negotiate the DULUTH claim. I will bring both Bob Morrison and Gene Hulsey to this meeting. Our purpose is not to "fact find", but discuss in a frank and purposeful manner settlement of the DULUTH claim. I have caused a complete review of the USS DULUTH claim to be accomplished in Seattle and am comfortable with our position on these issues.

We are coming prepared to negotiate and sincerely hope you will be ready to do the same. I look forward to meeting with you on the 20th.


C. H. TUCKER
Contracting Officer

Copy to:
NAVSEA (SEA 02)



PO2

12.16.88 08:50 AM *SUPSHIP SEATTLE

SI042699
NWMAR139870



DEPARTMENT OF THE NAVY
SUPERVISOR OF SHIPBUILDING, CONVERSION, AND REPAIR, USN
SEATTLE, WASHINGTON 98115-5003

IN REPLY REFER TO:

LPH3
Ser 400-5288

DEC 15 1988

Northwest Marine Iron Works
5555 N. Channel Avenue, Bldg. 2
Portland, OR 97217

Gentlemen:

In Mr Zavin's recent discussion with Captain Harshbarger in Washington he indicated that NMIW would submit an REA for "late crew move off" USS OKINAWA (LPH-3). As this REA has not yet been received, I request that you inform SUPSHIP Seattle of the REA's expected date of submission.

Sincerely,

C. H. TUCKER
Contracting Officer

Copy to:
NAVSEA (SEA 02)



B. Davis
J. Coleman
J. Miller
D. Nugent
B. Hughes
J. Jozwick

DEPARTMENT OF THE NAVY

MILITARY SEALIFT COMMAND, PACIFIC
OAKLAND, CALIFORNIA 94625-5010

IN REPLY REFER TO:

P-10-1
12 Dec 1988

Northwest Marine Iron Works
5555 N. Channel Ave., Bldg. 2
Portland, OR 97217

Attn: Mr. John T. Jozwick
Director of Contracts

Subj: USNS MERCY (T-AH 19); JOB ORDER NO. N62383-88-C-0017;
DELIVERABLES (SPARE PARTS) UNDER THE CONTRACT

Ref: (a) MSCPAC (P-10-1) letter dtd 23 Sep 88
(b) NWMIW telecopier letter dtd 20 October 88

1. Reference (a) summarized our discussions of 19 September 1988 regarding spare parts where it was agreed between both parties that MSCPAC would select \$5,000 worth of spares from the \$30,000 assessment and upon receipt of the spares would release the \$30,000 retention. Toward this objective reference (a) also requested that Northwest Marine Iron Works provide a detailed spare parts list, recommended by the manufacturer, for the following: Hypochlorite generators, lube oil purifiers, motor operators, 10T A/C unit, freezers and blood reefers. It was intended that from these parts lists that MSCPAC would select \$5,000 worth of parts.

2. Northwest Marine Iron Works responded to reference (a) via reference (b) which provided spare parts lists for three (lube oil purifiers, 10T A/C units and blood reefers) of the six items. The total value of these parts was \$4,848.69.

3. There had been ensuing telephone conversations since October 1988 pertaining to Northwest Marine Iron Works' unsuccessful attempts to obtain spare parts lists from the vendors of the other three items such that we have recently determined to take the parts lists in hand and develop a listing (by doubling our order for some parts) which approximates \$5,000 (\$4,999.20) as follows:

a) Alfa-Laval's spares for the MAPX-204 lube oil purifiers:

		TOTAL PRICE

2 - Minor Kits	Part #99198112 @ \$231.00 Each	\$ 462.00
1 - Intermediate Kit	Part #99198113 @ \$231.00 Each	\$ 256.00
1 - Pump Kit	Part #99198115 @ \$135.00 Each	\$ 135.00
	TOTAL	----- \$ 853.00

b) AMSCO Refrigeration spares for the A/C units:

Carrier Model 50BT 012-611 A/C Unit: (converted to salt-water service):

2 ea.	38HQ660-014	Compressor Lockout Relay	\$ 46.38
2 ea.	HN-52KC-051	Contactator (IFC)	37.04
1 ea.	HK-02ZB-028	Low Pressure Switch	11.12
1 ea.	HK-02ZA-395	High Pressure Switch	9.86
1 ea.	HR-56WR-020	Rotary Switch	16.41
1 ea.	HH-22HB-067	Thermostat	12.72
1 ea.	HD-52DL-856	Fan Motor	234.32
1 ea.	EB-31DF-214	Water Regulating Valve	249.40

Carrier Model 90MA 008-611 A/C Unit:

1 ea.	38HQ660-014	Compressor Lockout Relay	\$ 23.19
1 ea.	HN-52KC-051	Contactator (IFC)	18.52
1 ea.	HK-02ZB-028	Low Pressure Switch	11.12
1 ea.	HK-02ZA-395	High Pressure Switch	9.86
1 ea.	HR-56WR-020	Rotor Switch	16.41
1 ea.	HH-22HB-067	Thermostat	12.72
1 ea.	HD-56DL-851	Fan Motor	232.58
1 ea.	EB-31DF-214	Water Regulating Valve	249.40

TOTAL \$1,191.05

c) Forma Scientific spares for the blood reefers:

Part #	Description	Qty	Price
170024	Motor Capacitor	1	\$ 13.63
190109	Triac Speed Control	1	55.67
310036	Locking Pot 150K	1	11.09
760076	Prefilter	2	5.00 ea
760093	Hepa Filter	1	335.00
156038	Blower Motor	1	256.08
141031	Lamp	1	22.80
225250	Ballast	1	68.82
TOTAL			\$ 773.09

RECOMMENDED SPARE PARTS FOR 3881

Part #	Description	Qty	Price
225424	Flourescent Lamp	4	\$ 14.26 ea
156015	Evaporator Fan Motor	1	44.60
217002	Temp Control	1	48.42
225329	Ballast	1	52.04
400044	B B Perf Monitor	1	372.55
990266	Condensing Unit	1	411.62

180003	Chart Paper	1	20.95
900266	Condensing Unit	1	411.62
180003	Chart Paper	1	20.95
420402	Door Gasket	1	129.59
290039	Probe	1	104.63

TOTAL			\$ 1,241.44

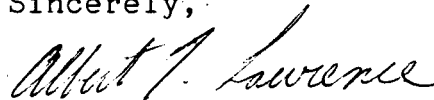
RECOMMENDED SPARE PARTS FOR 3626

Part #	Description	Qty	Price
-----	-----	-----	-----
400016	Thermostat -4 to +4	1	\$ 31.00
990020	Compressor	1	279.51
170007	Start Capacitor	1	4.35
300092	Starting Relay	1	23.10
240103	Plat Probe	1	84.87
285145	AA Ni Cad Battery	6	10.21 ea
431149	Door Gasket	1	26.78
285253	Digital Monitor Pwr Bd	1	111.04
156007	Fan Motor	2	34.45 ea
190031	Monitor Alarm Board	1	249.81

TOTAL			\$ 940.62

4. Upon receipt by MSCPAC of the following spare parts we shall release the \$30,000 retention under subject Job Order.

Sincerely,



Albert T. Lawrence

(1) Continuing problem with negotiations

Retention on USS Paul Foster ≈ 3 million

Underbilled Okinawa ≈ 3 ✓

MSC -

≈ 1 ✓
✓

(2) Bare line 4,500
Overline exp. 750
9/30) 5,250

(3) 45 days late w/ trade

15 ✓ ✓ ✓ pension deposits
3.7 million .75

(4) Other Contract Issues

Duluth 5/88 — ~~late~~ late w/ ✓

Cashway 8/87

Storis 8/87 — o

(price proposals)

Foster max mat. DCA delayed ≈ 30 days

8/00

2/8

1/55

Nancy

When

AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT				1. CONTRACT ID CODE	PAGE OF PAGES											
				DD-A3	1	2										
2. AMENDMENT/MODIFICATION NO. A00451		3. EFFECTIVE DATE 88NOV22		4. REQUISITION/PURCHASE REQ. NO.												
6. ISSUED BY SUPERVISOR OF SHIPBUILDING, CONVERSION, AND REPAIR, USN SEATTLE, WA 98115-5003		CODE N62799		7. ADMINISTERED BY (If other than Item 6) CODE												
8. NAME AND ADDRESS OF CONTRACTOR (No., street, county, State and ZIP Code) NORTHWEST MARINE IRON WORKS 5555 N. CHANNEL AVENUE PORTLAND, OR 97217				9A. AMENDMENT OF SOLICITATION NO.												
				9B. DATED (SEE ITEM 11)												
				10A. MODIFICATION OF CONTRACT/ORDER NO. N00024-85-H-8197 Job Order EH29												
CODE				10B. DATED (SEE ITEM 13) 87APR01												
11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS																
<input type="checkbox"/> The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offers <input type="checkbox"/> is extended, <input type="checkbox"/> is not extended. Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods: (a) By completing Items 8 and 15, and returning _____ copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.																
12. ACCOUNTING AND APPROPRIATION DATA (If required) <div style="text-align: right;">See Page</div>																
13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS, IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.																
<table border="1"><tr><td>(V)</td><td>A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.</td></tr><tr><td>XX</td><td>The Changes Clause</td></tr><tr><td></td><td>B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(b).</td></tr><tr><td></td><td>C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:</td></tr><tr><td></td><td>D. OTHER (Specify type of modification and authority)</td></tr></table>							(V)	A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.	XX	The Changes Clause		B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(b).		C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:		D. OTHER (Specify type of modification and authority)
(V)	A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: (Specify authority) THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.															
XX	The Changes Clause															
	B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES (such as changes in paying office, appropriation date, etc.) SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(b).															
	C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:															
	D. OTHER (Specify type of modification and authority)															
E. IMPORTANT: Contractor <input checked="" type="checkbox"/> is not, <input type="checkbox"/> is required to sign this document and return _____ copies to the issuing office.																
14. DESCRIPTION OF AMENDMENT/MODIFICATION (Organized by UCF section headings, including solicitation/contract subject matter where feasible.) USS PAUL F. FOSTER (DD-964) 1. The Job Order Price is increased by \$2,292,163 to cover the following: a. VLS Kit Modification A00182 (Serial 3061). b. LAMPS Kit Modification A00183 (Serial 3065). c. AN/SQS-53B Sonar Kit Modification A00198 (Serial 3063). d. Contract Completion Extension Modification A00397 (Serials 3489 and 3512). e. Repair SSDG No. 2 Modification A00421 (Serial 0099). Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.																
15A. NAME AND TITLE OF SIGNER (Type or print)				16A. NAME AND TITLE OF CONTRACTING OFFICER (Type or print)												
15B. CONTRACTOR/OFFEROR		15C. DATE SIGNED		16B. UNITED STATES OF AMERICA		16C. DATE SIGNED										
(Signature of person authorized to sign)				BY (Signature of Contracting Officer)												

11. 23. 88 03:57 PM *SUPSHIP SEATTLE

P03

AMENDMENT/MODIFICATION CONTINUATION SHEET (SF30)Page 2 of 2

AMENDMENT/MODIFICATION NUMBER _____

SOLICITATION/CONTRACT NUMBER N00024-85-H-8197, Job Order EH29NAME OF SHIP USS PAUL F. FOSTER (DD-964)BLOCK 14. DESCRIPTION OF AMENDMENT/MODIFICATION (Continued)

2. The Job Order Completion date remains unchanged.
3. The above price has been determined by the Contracting Officer to be fair and reasonable for the work performed. The above price includes delay, disruption, and all forms of collateral cost however denoted. The amount of \$2,292,163 is full and complete compensation for the above indicated modifications to USS PAUL FOSTER (DD-964).
4. The modification is unilateral, however, the Contractor may accept its terms and conditions by appropriate signature in Block 15B.
5. Should the Contractor elect to seek additional compensation exceeding the value of this modification for the items noted herein, he shall do so under the provisions of the Disputes Clause of this Contract.

BLOCK 12. ACCOUNTING AND APPROPRIATION DATA (Continued)

AB 1771804.702A	000	62799	2	000406	2D	87115P	PP7RQ0014600	\$167,302.00
AF 1771804.82PU	000	TKS18	0	N68342	2D	0P2PU0	2PU04FFQRM64	\$2,124,861.00
Total								\$2,292,163.00

11. 23. 88 03:57 PM *SUPSHIP SEATTLE

P01

SUPSHIP SEATTLE 2300/4 (Rev. 02/88)

DEX TRANSMISSION ORDER

TO: ACTIVITY/COMPANY Northwest Marine Iron Works, Portland
NAME/CODE Bill Zavín, Pres.
DEX PHONE NO (503) 240 6600
VOICE PHONE NO _____
REMARKS _____

FROM: SUPSHIP SEATTLE
NAME/CODE Bob Morrison, Code 410
IF YOU DO NOT RECEIVE 3 PAGES, INCLUDING COVER,
PLEASE CALL COM1 (206) 526-3416/3518 or AV 941-3416/3518.
REMARKS: _____

800-900 /

2922



NORTHWEST MARINE IRON WORKS

MAILING ADDRESS: P.O. BOX 3109
PORTLAND, OR 97208
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217
PHONE: (503) 285-7557
TWX: 910-464-6107 NORMARINE PTL

September 14, 1988

Serial 3333.195

Supervisor of Shipbuilding
Conversion and Repair, USN
Seattle, WA 98119

Attention: Mr. Gene Hulsey

Subject: USS OKINAWA (LPH-3)
Contract No. N00024-85-H-8197
Job Order 7M03

Reference: (a) NMIW letter, Serial 065, dated 21 June 1988
(b) SupShip San Diego Standard Technical Requirement 271-2
(c) NMIW letter, Serial 156, dated 18 August 1988
(d) NMIW Condition Report 251, dated 13 July 1988

Defueling of the USS OKINAWA by the Ship's Force was to have been completed by the published key event milestone date of 19 June 1988. On 20 June 1988, NMIW was notified by both the ship and the Supervisor that defueling operations had been completed and that the barge used by the Government for off-loading fuel had departed. Also, on 20 June 1988, after a review of both the tank soundings provided by the ship after their defueling evolution and tank sounding curves, it became evident to NMIW that a significant volume of fuel remained in many of the ship's tanks above the terminus of low suction piping. At a meeting with the Supervisor during the morning of 21 June 1988, NMIW presented a copy of the ship's soundings for the fuel tanks that indicated that approximately 119,000 gallons of fuel still remained onboard USS OKINAWA. The Supervisor's Project Officer acknowledged awareness of the apparent existence of fuel in the tanks in excess of that which should exist at low suction conditions and that this situation was being investigated by the Government. Later the same day the Supervisor provided verbal direction to off-load all remaining fuel in the ship's tanks and to submit a report documenting the quantity of fuel pumped from the tanks in excess of that which exist at low suction conditions. NMIW forwarded reference (a) to the Supervisor confirming receipt of the Government's direction and proceeded to remove all shipboard fuel. In accordance with the terms of the subject contract, reference (a) notified the Government of potential cost and schedule impact resulting from the Government's failure to meet the requirements of reference (b) by the 19 June 1988 key event milestone. Reference (b) is a part of the specifications for the subject contract and provides that the Contractor's tank gas free operations shall begin from a condition of liquids at low suction in each fuel tank.

This request for equitable adjustment is forwarded to the Supervisor as a follow up to References (a) and (c), and in accordance with Clause H-4 of the subject contract.

The work required by the contract prior to the Government's direction to NMIW to remove excess fuel from the ship's fuel tanks (that amount of fuel above each tank's low suction pipe) consisted of cleaning

and gas freeing the fuel tanks in accordance with reference (b). As stated above, reference (b) provides that the Contractor's cleaning and gas free work shall begin from a condition of fuel at the level of each tank's low suction point (see paragraph 3.2.3 of reference (b)). This baseline condition was to have existed on 19 June 1988. This was the key event milestone date for the Government to complete defueling the USS OKINAWA. There were 44 fuel oil tanks that NMIW was to clean and make gas free. These tanks are identified by contract Specification Item 123-11-001 and are listed below.

Fuel Oil/Ballast Tanks

5-31-2-F	5-79-1-F	7-53-3-F
5-31-3-F	5-80-2-F	7-58-1-F
5-53-1-F	6-53-2-F	7-58-2-F
5-55-2-F	7-13-0-F	7-58-4-F
5-59-1-F	7-19-0-F	7-63-1-F
5-59-2-F	7-31-1-F	7-63-2-F
5-63-2-F	7-31-4-F	7-63-3-F
5-67-1-F	7-42-1-F	7-69-1-F
5-67-2-F	7-42-2-F	7-69-2-F
5-71-1-F	7-53-1-F	7-69-4-F
5-71-2-F	7-53-2-F	7-107-0-F

Fuel Oil Overflow/Ballast Tanks

5-63-3-F	7-27-0-F
5-91-1-F	7-58-3-F
5-91-2-F	7-63-4-F
7-23-0-F	7-69-3-F

Fuel Oil Service Tanks

5-75-1-F
5-75-2-F

Contaminated Fuel Oil Settling Tanks

5-79-2-F

NMIW was appropriately manned and equipped, and proceeded to begin planned cleaning and gas free work in these tanks on 20 June 1988 in accordance with the published production schedule. As previously stated, a simultaneous review of the tank soundings provided by the ship upon their reported completion of defueling USS OKINAWA, indicated that many tanks still contained significant volumes of fuel oil above the specified low suction levels. Additional tank soundings and visual inspections performed by NMIW verified the existence of excess fuel.

NMIW proceeded to clean and gas free fuel tanks, removing existing excess fuel as directed by the Government on 21 June 1988. Reference (d) submitted to the Supervisor on 13 July 1988 accurately documents the actual soundings for each fuel tank where they were different from the soundings provided by the Ship's Force. This report also documents fuel/liquid gallonage that existed in these tanks at the time NMIW proceeded to accomplish contractual clean and gas free requirements.

NMIW, at Government direction, accomplished work necessary to remove and dispose of excess fuel/liquids from USS OKINAWA fuel oil tanks. This work consisted of the labor required to physically pump the excess fuel/liquids out of the fuel tanks and into a shoreside holding tank while meeting the requirements of NAVSEA Standard Item 009-07. Work was required to dispose of this excess fuel/liquid in accordance with reference (b) and all state and federal regulations. Work was also required to continually locate and relocate concrete weights on the ship's flight deck to compensate for the removal of the excess liquid load and maintain acceptable trim. Material costs associated with this extra work were incurred from equipment rentals and contaminated waste processing.

Inefficiencies in performing the directed change work occurred as a result of NMIW having to manually pump the excess fuel/liquids from the tanks utilizing portable pumping equipment. In accordance with the contract, only that fuel/liquid below the low suction pipe in each fuel tank was planned to be removed in this manner. Additional inefficiencies in performing the changed work occurred when NMIW was required to pump the excess fuel/liquids from the ship's fuel tanks in a sequence dictated by stability requirements. This deviation from NMIW's planned tank work sequence would not have been required had the Government defueled the ship in accordance with the terms of the contract.

Many scheduled ROH activities were disrupted by the Government's directed change to NMIW's contractual tank cleaning and gas free work requirements. Specific disruption experienced by NMIW has been identified in three areas.

1. **Disruption to planned and scheduled work in the tanks associated with Items 123-11-001 and 123-11-003.** NMIW's scheduled cleaning and gas free work in the fuel tanks was significantly delayed and disrupted by the new requirement to remove the excess quantities of fuel/liquids that were to be removed by the Government prior to 20 June 1988. The time required to remove excess fuel/liquids between 21 June and 6 July 1988 inclusive, prevented NMIW from accomplishing planned and scheduled tank cleaning/gas free operations; inspections; the layout of access holes to be cut in fuel tank structure for sandblast evolutions; and the preparation, submittal and approval of access cut process control procedures prior to drydocking the ship.
2. **Disruption to work activities unrelated to fuel tank cleaning/gas free and preservation operations due to the requirement of additional craft personnel for a period of time beyond that planned for NMIW's contractual cleaning and gas free operations in the fuel tanks during the period 21 June through 6 July 1988.** Certain craft personnel scheduled for assignment to work activities other than the cleaning and gas freeing of fuel tanks were not available for these planned assignments due to their being required for the removal of excess fuel.
3. **Disruption to shipboard work activities due to the prohibition of "hot work" during the period 21 June through 6 July 1988.** A review of scheduled work activities, interviews with shipboard personnel and a review of NMIW production logs has identified a significant number of work items where shipboard work activities were disrupted by the inability to conduct required "hot work" in various areas of the ship during the directed removal of excess fuel/liquids from fuel tanks.

Impact from the Government's delay in completely defueling the ship by the key event milestone date of 19 June 1988 and the subsequent disruption to planned/scheduled work caused by the Government's direction to NMIW to complete defueling the ship has been identified in the work activities highlighted in the accompanying enclosure. Included in the enclosure are both a tabular and network presentation of NMIW's baseline production schedule for the USS OKINAWA.

Scheduling of production trades before, during and after the period of disruption is also provided in the enclosure.

Measures taken by NMIW to lessen the disruptive effect of the Government's delay in completely defueling the ship and the subsequent disruption caused by the Government's direction to complete defueling operations consisted of proceeding with work activities of the affected work items other than those that were planned/scheduled for the subject period. In the case of the fuel tanks, while some delay was experienced unavoidably, tanks that became available for inspection, staging, access holes, etc. were worked even though out of sequence from NMIW's logical and systematic plan. In the instances where work item "hot work" was prohibited due to extended defueling conditions, non "hot work" activities were carried on to the maximum extent in accomplishing interference and system/equipment removals and repairs.

In addition to taking the above described measures, NMIW employed selective acceleration to key work items to lessen the disruptive effect of the Government's actions on drydock evolutions and critical path work.

A statement setting forth an enumeration of costs elements, including labor hours and pertinent indirect costs, estimated by NMIW to have been incurred as a result of the change is included in the enclosure.

NMIW has herein set forth information only with respect to those factors which are comprehended in regard to this request for equitable adjustment. NMIW believes that this information is sufficient in detail to permit the Contracting Officer to allocate the claimed increased costs as set forth in the SF-1411, submitted pursuant to Clause H-4 of the subject contract.

Yours very truly,

Donald E. Nugent
Vice President Federal Contracting



NORTHWEST MARINE IRON WORKS

MAILING ADDRESS: P.O. BOX 3109
PORTLAND, OR 97208
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217
PHONE: (503) 285-7557
TWX: 910-464-6107 NORMARINE PTL

CERTIFICATION IN SUPPORT OF NMIW SERIAL LETTER 3333.195 OF 15 SEPTEMBER 1988

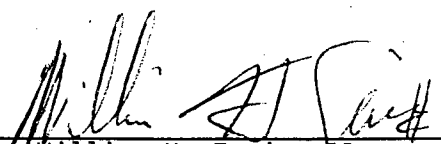
The undersigned, being aware of the provisions of 18 U.S.C. Section 1001, hereby represents and certifies that to the best of my knowledge and belief:

(1) The contents of the foregoing proposal and its attachments have been thoroughly investigated by responsible company employees and officials for completeness and accuracy as to the facts, and that any judgmental statements and conclusions in the proposal and its attachments are clearly identified as such.

(2) The proposal either directly or by specific reference sets forth the information to be furnished pursuant to the "Documentation of Requests for Equitable Adjustment" clause of the contract to the full extent that such information is within custody of or available to the Contractor.

(3) On the basis of the foregoing review, I am satisfied with respect to each item that the adjustment claimed therefore reasonable and accurately represents the additional costs and/or time incurred or to be incurred by reason of the asserted Government act or omission.

Date of Execution: 15 September 1988



William H. Zavin, II
President
Northwest Marine Iron Works

ENCLOSURES

EXHIBIT A SF-1411

EXHIBIT B Price Summary

Statement of Requested Cost Adjustment

USS OKINAWA (LPH-3) Schedule vs. Actual Performance

Statement of Tankage Pumped from USS OKINAWA Fuel Tanks

List of Work Items Impacted by Government's Incomplete Defueling of Fuel Tanks and Government Direction to NMIW to Complete Fuel Off-Load

Baseline Schedule (Tabular Format) with Impacted Activities Indicated

Baseline Schedule (Network Format) with Impacted Activities Indicated

Craft Scheduling – Before, During, After Known Period of Disruption

CONTRACT PRICING PROPOSAL COVER SHEET		1. SOLICITATION/CONTRACT/MODIFICATION NO. N00024-85-H-8197	FORM APPROVED OMB NO. 3090-0116
NOTE: This form is used in contract actions if submission of cost or pricing data is required. (See FAR 15.804-6(b))			
2. NAME AND ADDRESS OF OFFEROR (Include ZIP Code) Northwest Marine Iron Works 5555 N. Channel Avenue Portland, Oregon 97217		3A. NAME AND TITLE OF OFFEROR'S POINT OF CONTACT Donald Nugent V.P. Federal Contracts	3B. TELEPHONE NO. 503/285-7557 ext 546
4. TYPE OF CONTRACT ACTION (check)			
<input checked="" type="checkbox"/> A. NEW CONTRACT		<input type="checkbox"/> D. LETTER CONTRACT	
<input type="checkbox"/> B. CHANGE ORDER		<input type="checkbox"/> E. UNPRICED ORDER	
<input type="checkbox"/> C. PRICE REVISION/REDETERMINATION		<input checked="" type="checkbox"/> F. OTHER (Specify) request for equitable adjustment	
5. TYPE OF CONTRACT (check) <input checked="" type="checkbox"/> FFP <input type="checkbox"/> CPFF <input type="checkbox"/> CPIF <input type="checkbox"/> CPAF <input type="checkbox"/> FPI <input type="checkbox"/> OTHER (Specify)		6. PROPOSED COST (A+B+C)	
		A. COST \$1,183,452.00	B. PROFIT/FEE \$16,516.00
		C. TOTAL \$1,299,968.00	

7. PLACE(S) AND PERIOD(S) OF PERFORMANCE

Northwest Marine Iron Works, USS OKINAWA (LPH - 3)

8. List and reference the identification, quantity and total price proposed for each contract line item. A line item cost breakdown supporting this recap is required unless otherwise specified by the Contracting Officer. (Continue on reverse, and then on plain paper, if necessary. Use same headings.)

A. LINE ITEM NO.	B. IDENTIFICATION	C. QUANTITY	D. TOTAL PRICE	E. REF.
1	USS OKINAWA (LPH-3) N00024-85-H-8197 Job Order No. 7M03	lot	\$1,299,968.	See Exhibit "B"

9. PROVIDE NAME, ADDRESS, AND TELEPHONE NUMBER FOR THE FOLLOWING (If available)

A. CONTRACT ADMINISTRATION OFFICE
Supervisor of Shipbuilding
Conversion and Repair, USN
Seattle, WN 98115

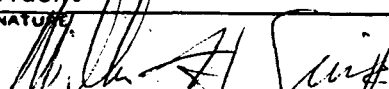
B. AUDIT OFFICE
DCAA - U.S. COURT HOUSE, Room 206
S.W. Broadway and Main Streets
Portland, OR 97205

10. WILL YOU REQUIRE THE USE OF ANY GOVERNMENT PROPERTY IN THE PERFORMANCE OF THIS WORK? (If "Yes," identify)☐ YES ☒ NO**11A. DO YOU REQUIRE GOVERNMENT CONTRACT FINANCING TO PERFORM THIS PROPOSED CONTRACT? (If "Yes," complete item 11B)**☐ YES ☐ NO**11B. TYPE OF FINANCING (If one)**
☐ ADVANCE PAYMENTS ☐ PROGRESS PAYMENTS
☐ GUARANTEED LOANS
12. HAVE YOU BEEN AWARDED ANY CONTRACTS OR SUBCONTRACTS FOR THE SAME OR SIMILAR ITEMS WITHIN THE PAST 3 YEARS? (If "Yes," identify item(s), customer(s) and contract number(s))
☒ YES ☐ NO numerous contracts
this work is normal
course of business
13. IS THIS PROPOSAL CONSISTENT WITH YOUR ESTABLISHED ESTIMATING AND ACCOUNTING PRACTICES AND PROCEDURES AND FAR PART 31 COST PRINCIPLES? (If "No," explain)☒ YES ☐ NO**14. COST ACCOUNTING STANDARDS BOARD (CASB) DATA (Public Law 91-379 as amended and FAR PART 30)****A. WILL THIS CONTRACT ACTION BE SUBJECT TO CASB REGULATIONS? (If "No," explain in proposal)**☐ YES ☒ NO exempt, small business**B. HAVE YOU SUBMITTED A CASB DISCLOSURE STATEMENT (CASB DS-1 or 2)? (If "Yes," specify in proposal the office to which submitted and if determined to be adequate)**☒ YES ☐ NO to line 9.B above**C. HAVE YOU BEEN NOTIFIED THAT YOU ARE OR MAY BE IN NON-COMPLIANCE WITH YOUR DISCLOSURE STATEMENT OR COST ACCOUNTING STANDARDS? (If "Yes," explain in proposal)**☐ YES ☒ NO**D. IS ANY ASPECT OF THIS PROPOSAL INCONSISTENT WITH YOUR DISCLOSED PRACTICES OR APPLICABLE COST ACCOUNTING STANDARDS? (If "Yes," explain in proposal)**☐ YES ☒ NO

This proposal is submitted in response to the RFP contract, modification, etc. in item 1 and reflects our best estimates and/or actual costs as of this date.

15. NAME AND TITLE (Type)William H. Zayin
President**16. NAME OF FIRM**

Northwest Marine Iron Works

17. SIGNATURE**18. DATE OF SUBMISSION**

15 SEP 88

EXHIBIT "B"

PRICE SUMMARY

1.	Direct Labor (S.T.)	41,566 hours @12.46	=	\$ 517,912.00
2.	Payroll Tax and Benefits	41,566 hours @ 6.97	=	289,715.00
3.	Manufacturing Overhead	41,566 hours @ 4.40	=	182,890.00
4.	G & A	41,566 hours @ 2.69	=	111,813.00

5.	Sub-total (Labor)		=	\$1,102,330.00
6.	Material		=	-0-
7.	Subcontractor		=	-0-

8.	Port of Portland Fee bearing Cost		=	\$1,102,330.00
9.	Port of Portland Fee (5.7% of Line 8)		=	62,833.00

10.	Sub-total		=	\$1,165,163.00
11.	Port of Portland Tariff Cost		=	-0-

12.	NMIW Fee Bearing Cost		=	\$1,165,163.00
13.	NMIW Fee (10% of Line 12)		=	116,516.00

14.	Sub-total		=	\$1,281,679.00
15.	F.C.O.M.	41,566 hours @.44	=	18,289.00

16.	Total		=	\$1,299,968.00
				=====

Statement of Requested Cost Adjustment

As shown on the enclosed "Scheduled vs. Actual Performance" graph, NMIW had scheduled 247,700 manhours of completion progress on USS OKINAWA (LPH-3) ROH "baseline" work by 11 September 1988. This completion progress was planned to be accomplished at an average performance efficiency ratio of 1.0 (one hour of completion progress gained from each manhour of labor expended). NMIW contends that its actual progress on the baseline work would in fact be on schedule but for a number of specific actions of the Government. These Government actions specifically pertain to the following.

1. Incomplete defueling of USS OKINAWA (LPH-3) fuel tanks by the key event milestone of 19 June 1988; and subsequent direction to NMIW to complete defueling operations.
2. Late crew move ashore.
3. Significant increase in freeboard surface area requiring surface preparation and painting.
4. Release of asbestos fibers into shipboard spaces.

NMIW has suffered both cost and schedule impacts as a direct result of these Government actions. The resultant disruption to NMIW's planned and scheduled overhaul work activities as of 11 September 1988 has caused a behind schedule position. Cost impact associated with this disruption is calculated below.

- A. NMIW had reasonably planned to accomplish 247,700 hours of baseline work completion progress between 16 June (ship arrival) and 11 September 1988. NMIW had determined through careful review and analysis of contractor work items that this amount of baseline work completion progress would be required during this time in order to maintain key event milestones prerequisite to our scheduled 16 December 1988 ROH completion. A schedule to this effect was submitted to the Government in accordance with the requirements of 042-01-001 of the contract specifications. Progress was to be accomplished at an average performance ratio of 1.0.
- B. At NMIW's planned rate of progress NMIW would have accomplished 247,700 hours of progress on baseline work between 16 June and 11 September 1988.
- C. Due to Government disruption to NMIW's execution of planned and scheduled baseline work activities, NMIW has not been able to maintain an on-schedule position, nor perform at the planned performance ratio of 1.0. Average performance efficiency to 11 September 1988 has been only 1.17.
- D. At the average performance ratio of 1.17, NMIW will be required to expend 12,077 manhours in addition to the 71,072 hours required to obtain their planned rate of progress from 16 June to 11 September 1988. The expenditure of 12,077 manhours of additional effort would be required because of the existing average performance efficiency rate linked to Government disruption of NMIW's planned/scheduled work.
- E. Therefore, to obtain a schedule position of 247,700 hours of completion progress, NMIW will be required to expend a total of 83,131 manhours. NMIW contends that the 83,131 manhours that it will have to expend to accomplish 247,700 hours of completion progress are a direct result of Government disruption of NMIW's planned and scheduled baseline work.

NMIW is entitled to compensation for having to recover from the disruption caused by the Government as outlined above.

For purposes of this request for equitable adjustment, the portion of the 83,131 manhours attributable to the Government's incomplete defueling of USS OKINAWA (LPH-3) by the 19 June 1988

key event milestone and the resultant disruption to NMIW's planned and scheduled baseline work activities, is estimated at 41,566 manhours (50%).

VLS COST ANALYSIS

A.	Baseline Contract Budget	131,429	hours
B.	Budget at Completion	146,941	hours
C.	Contract Growth [B-A]	15,512	hours
D.	Expended (Actual) Hours (Base plus growth)	136,691	hours
E.	Budget as of 11/1/87 (Time of targeting to 107,250 hours at completion)	137,381	hours
F.	Growth incurred up to 11/1/87 [E-A]	5,952	hours
G.	Target established 11/1/87 minus growth up to 11/1/87 = hours which should have been required to perform original (baseline) contract work scope	107,250 - 5,952 <hr/> 101,298	hours hours hours
H.	Hours Expended on Base Items [D-C]	121,179	hours
I.	Cost of Implementation [H-G]	121,179 - 101,298 <hr/> 19,881	hours hours hours



NORTHWEST MARINE IRON WORKS

VLS "SHOULD COST" ANALYSIS

MAILING ADDRESS: P.O. BOX 3109
PORTLAND, OR 97208
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217
PHONE: (503) 285-7557
TWX: 910-464-6107 NORMARINE PTL

I. 1411 Price Proposal

- * Previous submittal analyzed lost earning through a productivity analysis comparing an impacted period to an unimpacted period.
- * "Should cost" analysis looks at the underlying cost to implement the VLS kit.
- * The analysis compares the "should cost" versus the actual cost to implement VLS.
- * The lost earning approach contained in the 1411 proposal and the "should cost" approach are consistent methods.

II. "Should Cost" Analysis

- * The chart identifies the "should cost" of implementing the VLS kit modification.
- * The chart identifies budgeted actual and earned hours.
- * The analysis identifies the cost of 1% throughout the project.
- * The cost of 1% plot identifies the lost earnings during the impacted period and the "should cost".

VLS "Should Cost" Analysis

November 21, 1988

Page two

- * The charts support the 1411 analyses.

III. The "Should Cost" Budget

- * From April to June, NMIW spent approximately 15,000 man-hours to plan the detailed work effort and work scope.
- * On completion of planning the definitive work scope, NMIW developed a detailed plan for implementation. The plan was contained within the PTS which contained over 2,000 activities for the VLS package.
- * Upon completion of the definitive work scope, NMIW began to review the budgets and allocate man-hours for the base items.
- * At this time, a more definitive scope of work from the detailed planning effort allowed NMIW to re-evaluate the relative "worth" of each VLS activity, establishing an accurate base line from which to monitor performance.

VLS "Should Cost" Analysis

November 21, 1988

Page three

- * Starting in July, the Kits arrived with the various problems identified in the proposal and supplemental narrative.
- * As a result of the problems in GFI and GFM, NMIW earnings began to fall, and the magnitude of the problems with the kit materials inhibited NMIW ability to rebudget the VLS activities.
- * As a result of the problems with the Kit modifications, NMIW hired Mr. Ron Behrmann to review and re-evaluate the base line work items.
- * Through September and October, NMIW reviewed the as-planned definitive work scope to re-establish a base line budget.
- * NMIW was able to re-establish the base line budget by November 1.
- * NMIW submitted to the Government its re-evaluated base line budget during the performance fee evaluation on November 23.

VLS "Should Cost" Analysis

November 21, 1988

Page four

- * The re-established base line budget supports the "should cost" analysis of approximately 116,800 man-hours of base line plus growth to implement the VLS work items.

IV. Cost of 1%

- * The cost of 1% graph supports the periods utilized as impacted and unimpacted comparisons.
- * The graph supports the re-established base line budget value.
- * The cost of 1% chart supports the "should cost" and the lost earning productivity analysis.

V. The "Should Cost" Analyses

- * Both the loss earning productivity analyses and the "should cost" approach support the 1411 submittal.
- * Both analyses indicate that the implementation of the VLS Kit modifications severely impacted the rate of absorption for overhead.

VLS "Should Cost" Analysis

November 21, 1988

Page five

VI. Max Mod

- * The Max Mod value was based on information known to the date of its submittal on September 30.
- * The Max Mod price was agreed to prior to all the GFM material was received.
- * The Max Mod was agreed to prior to all the GFI was received.
- * The Max Mod was agreed to prior to the full extent of the defective information of material being known and the extent of the problems that occurred subsequent to the scope of the Max Mod being agreed to.

VII. Max Mod Versus 1411 Matrix

- * Although NMIW attempted to support the full value of the Max Mod NMIW believes that it is entitled to more than the Max Mod value as a result of defective GFI and defective GFM.
- * NMIW believes it has justified the values submitted in its 1411.

VLS "Should Cost" Analysis

November 21, 1988

Page six

VIII. Conclusions

- * The "should cost" analyses supports the 1411 submittal.
- * The "should cost" analyses is consistent with the lost earning productivity analysis contained in the 1411.
- * The Government's analyses penalizes NMIW for being efficient on the VLS base item by not recognizing the re-established budget for base work as shown in the "should cost" analyses.
- * NMIW believes it is entitled to more than the Max Mod value.

MAX MOD VS. 1411 SUBMITTAL MATRIX

OPEN MAX MODS

	<u>MAX MOD VALUE</u>		<u>1411 SUBMITTAL</u>	
<u>MOD</u>	<u>\$</u>	<u>MHRS</u>	<u>\$</u>	<u>MHRS</u>
VLS <u>Mod# A00182</u>	\$489,390.00	13,770	\$736,045.00	20,015
53B <u>Mod# A00198</u>	\$628,394.00	17,991	\$576,857.00	15,840
LAMPS <u>Mod# A00183</u>	\$370,351.00	10,463	\$872,928.00	24,521
TIME EXT <u>Mod# A00397</u>	\$1,939,846.00	39,041	\$4,092,577.00	104,238
GENERATOR <u>Mod# A00421</u>	\$271,562.00	6,400	\$176,806.00*	3,956

3,699,543

87,665

6,455,213

168,570

* Submitted as actual cost returns



CC: ZAVIN
MILWA
SOPWICK
NEVER
ORANGE
MARWELL

DEPARTMENT OF THE NAVY
SUPERVISOR OF SHIPBUILDING, CONVERSION, AND REPAIR, USN
SEATTLE, WASHINGTON 98115-5003

IN REPLY REFER TO:
DD985
Ser 400-4516
18 October 1988

Article 43251

Northwest Marine Iron Works
5555 N. Channel Avenue, Bldg. 2
Portland, OR 97217

Gentlemen:

As discussed in Northwest Marine Iron Works letter of 29 September 1988, a financial agreement was reached on USS CUSHING (DD-985), Contract Number N00024-85-C-8523, for proposal numbers 5421, 5452, 5454, 5461, 5462, 5465, 5466, 5468, 5470 and 5477 and Max Mod Number A0126 in the total amount of \$1,970,000.00. Several contingencies were listed in your letter upon which this financial settlement depended.

On 13 October 1988 in a telephone call between LCDR Tucker (SUPSHIP Seattle) and William Zavin II (NWMIW) all contingency issues identified in your letter discussed above were addressed and agreement was reached on these issues as follows:

- (1) Settlement amount was \$1,970,000.00.
- (2) Interest will be apply to the portion of the settlement amount not already paid to the contractor. Interest has been calculated to be approximately \$89,851.70.
\$ 82,391 @ per month rate of 1.413% (provated) 12 mos.
- (3) Ceiling cost of the contract will be adjusted by 130% of the target cost as changed by the above settlement.
2,331,375
- (4) This is full and final settlement for the proposals and max mod identified above. No further contractor entitlement exists for these specific items.

Upon receipt of adequate funding, a modification will be issued to reflect the above settlement.

Sincerely,

C. H. TUCKER
Contracting Officer

\$ 1,054,676

Total Cost -
\$ 1,766,327
From 27,038
Δ 1,793,365
+ Profit 176,635
1,970,000

Sub \$ 2,413,766
- 1,484,090 (Lamps Max Mod)
Δ 929,676
→ TOTAL
125,100 Held at Supp

CEILING: 2,331,375
+ 125,100



DEPARTMENT OF THE NAVY
SUPERVISOR OF SHIPBUILDING, CONVERSION, AND REPAIR, USN
SEATTLE, WASHINGTON 98115-5003

IN REPLY REFER TO:
4710
Ser 400-4938

NOV 17 1988

C O R R E C T E D C O P Y

Mr. William H. Zavín III, President
Northwest Marine Iron Works
P.O. Box 3109
Portland, OR 97208

Dear Mr. Zavín,

This letter acknowledges your Contract Director's letter of 04 November, which was delivered to my office during the afternoon of 10 November 1988. I am concerned with our failure to settle outstanding contract items, on USS PAUL FOSTER, and USS DULUTH and as you know, have expended considerable effort to correct this situation. During the week of 03 October, I and several of my key staff members visited Portland with the express purpose of negotiating outstanding contract items with your firm. Specifically, USS PAUL FOSTER VLS, Sonar, LAMPS, SSDG and time extension were included on the agenda for negotiation. Aside from your expression of appreciation for our efforts at settlement, you have not modified your initial position nor shown us additional contractor entitlement. On the morning of 05 October you declined our offer on USS PAUL FOSTER and suggested that NAVSEA should be called in to review our position with "new eyes" to see if the offer could be improved.

We subsequently had such a review by a representative of NAVSEA. His observations were much the same as our own. He concluded that our offer was not only reasonable, but generous. Interjecting another player into the negotiation process was not contemplated, hence there was no plan to have the NAVSEA expert discuss his findings with the Contractor. The authority and responsibility for negotiation with NMIW continues to rest with SUPSHIP Seattle where it properly belongs.

Regarding the visit of Captain Harshbarger to Northwest Marine Iron Works on 04 November 1988, he was in the area to attend the Administrative Contracting Officer Conference and elected to visit NMIW as a matter of courtesy. I can't imagine why you are surprised at his expressed displeasure, when told that the Government was not negotiating in good faith. Your comments were provocative in nature and received an appropriate response. He has been made fully aware of the current situation at NMIW, and the efforts made by this Command to reach a settlement. I feel that to accuse the Government of "bad faith" indicates both poor judgment and a lack of understanding concerning the details of the USS DULUTH REA.

Considerable effort has been expended by the Government on the USS DULUTH REA to reach a position from which negotiations can commence. The considerable variance between our positions arises from poorly supported pricing on the part of the contractor. The original REA for USS DULUTH was a hodge podge of some 22 items, all priced identically, which failed to even remotely establish a basis for entitlement. As a consequence, it was rejected in May 1986. The revised REA was submitted under a date of 10 March 1987, some 9 calendar months after redelivery of USS DULUTH. At various times between the initial rejection and revised REA receipt, the Contracting Officer suggested that the contractor

C O R R E C T E D C O P Y

might elect to submit individual issues for resolution as the various evaluations and proposals were completed. This methodology would have sped up the process without waiting for the complete REA package to be submitted. The Contractor elected, for reasons unexplained to date, to withhold submission until the complete package was resubmitted on 10 March 1987.

NMIW Director of Contracts contends that a bottom line offer was made by the Government in an attempt to settle the USS DULUTH REA, and that no effort has been made by the Government to respond to the elements of the REA. The Government's position on the USS DULUTH REA is this, there has been no bottom line offer made as a take it or leave it proposition. The Government has analyzed the Contractor's proposal and found supportable entitlement of \$172,000. SUPSHIP Seattle has not used the USS DULUTH/CLEVELAND comparison alluded to in Mr. Jozwick's letter in its review, and has no intention to do so, as it is not considered relevant. This Government position was forwarded to Mr. Gordon Newell during the one and only negotiation session held to date, on 09 September 1988. Mr. Newell stated that the Company would get back to the Government with a response shortly. To date no response has been received. Mr. Jozwick states in his letter that the Government has not explained how its current position was arrived at. It is not the Government's responsibility to justify a contractor's entitlement but rather to evaluate the evidence submitted for validity. The Government's guiding principle in matters of negotiation is to pay for each dollar of entitlement established by the Contractor. This approach will be used in USS DULUTH negotiations. I feel that it is essential that the Contractor return to the negotiating table so that a dialogue can be established and mutual agreement reached if possible. I would hope that Northwest Marine Iron Works returns to negotiations promptly so that the issues under discussion can be resolved. Your two month hiatus has not expedited the resolution of this matter.



C. H. TUCKER
Contracting Officer

Copy to:
Codes 100, 101, 130, 410, 413, 607



NORTHWEST MARINE IRON WORKS

MAILING ADDRESS: P.O. BOX 3109
PORTLAND, OR 97208
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217
PHONE: (503) 285-7557
TWX: 910-464-6107 NORMARINE PTL

November 23, 1988

Mr. Jim Altice
Contracting Officer
Supervisor of Shipbuilding
Conversion and Repair, USN
Seattle, WA 98115

In response to our telephone conversation of November 22, 1988, we set forth our interpretation of the settlement reached on USS CUSHING (DD-985) Contract No. N00024-85-C-8523 and additional proposals.

We received correspondence from C. H. Tucker dated 18 October 1988, Serial No. 440-4516, a copy of which is enclosed. The letter states the amount of settlement is \$1,970,000.00. It additionally states the "ceiling cost of the contract will be adjusted by 130% of the target cost as changed by the above settlement." Additionally, the settlement agreement states "a modification will be issued to reflect the above settlement."

During our telephone conversation, you stated it was SupShip's position that the amounts due under the agreement is limited to \$1,970,000.00 less amounts paid to date on MaxMod A0126, with no adjustment for increase in ceiling cost. We find this position in direct contradiction to the settlement agreement between NMIW and the Government.

We enclose our calculation of amounts due in accordance with terms set forth in the financial agreement. It includes simple interest calculated from the date of certification of this claim to the expected date of payment in accordance with the Contract Disputes Act of 1978.

Joseph V. O'Rourke
Cost Accounting Manager



CC: ZAVIN
MILITARY
SOPW. OR
NEVER
ORANGE
MAXWELL

DEPARTMENT OF THE NAVY

SUPERVISOR OF SHIPBUILDING, CONVERSION, AND REPAIR, USN
SEATTLE, WASHINGTON 98115-5003

IN REPLY REFER TO:

DD985
Ser 400-4516
18 October 1988

Northwest Marine Iron Works
5555 N. Channel Avenue, Bldg. 2
Portland, OR 97217

Gentlemen:

As discussed in Northwest Marine Iron Works letter of 29 September 1988, a financial agreement was reached on USS CUSHING (DD-985), Contract Number N00024-85-C-8523, for proposal numbers 5421, 5452, 5454, 5461, 5462, 5465, 5466, 5468, 5470 and 5477 and Max Mod Number A0126 in the total amount of \$1,970,000.00. Several contingencies were listed in your letter upon which this financial settlement depended.

On 13 October 1988 in a telephone call between LCDR Tucker (SUPSHIP Seattle) and William Zavin II (NWMIW) all contingency issues identified in your letter discussed above were addressed and agreement was reached on these issues as follows:

- (1) Settlement amount was \$1,970,000.00.
- (2) Interest will be apply to the portion of the settlement amount not already paid to the contractor. Interest has been calculated to be approximately \$89,851.70.
- (3) Ceiling cost of the contract will be adjusted by 130% of the target cost as changed by the above settlement.
- (4) This is full and final settlement for the proposals and max mod identified above. No further contractor entitlement exists for these specific items.

Upon receipt of adequate funding, a modification will be issued to reflect the above settlement.

Sincerely,

C. H. TUCKER
Contracting Officer

SI042746
NWMAR139902



NORTHWEST MARINE IRON WORKS

MEMORANDUM

November 21, 1988

TO: Bill Zavin
FROM: John Jozwick
SUBJECT: Outstanding Issues Schedule

The following is an estimated schedule of events that will take place on FOSTER, DULUTH, and KAWISHIWI.

FOSTER

- R. Behrmann to review all data on VLS, to reformat the data in cost/schedule format. November 11, 1988
- J. Jozwick and R. Behrmann to compare data to previous VLS submittal to verify analysis. November 18, 1988
- Present new analysis to SupShip Seattle and NAVSEA. November 22, 1988
- Reschedule negotiations. December 1, 1988
- If negotiations do not reach a negotiated settlement, recertify proposals as claims, and resubmit. December 15, 1988
- Recertify proposals and obtain FCOD. February 15, 1989
- File appeal with the ASBCA. February 15, 1989
- Prepare complaint. March 15, 1989
- Receive and review answer. April 15, 1989
- Review and respond to Rule 4 File. May 10, 1989
- Obtain a hearing date from the Board. Fall, 1989
- Discovery. May, 1987-
Fall, 1989
- Hearing. Fall, 1989
- Decision. Winter, 1990

Outstanding Issues Schedule
November 21, 1988
Page two

DULUTH

- Gordon Newell to attend negotiations with Gene Hulsey. December 1, 1988
- John Jozwick to request rationale from SupShip on entitlement denial. December 9, 1988
- Assess final positions of SupShip and NMIW. December 30, 1988
- If settlement not reached, begin appeal process as outlined above. January 3, 1989

KAWISHIWI

- REAs for late contract award, drydock and post drydock submitted to MSCPAC. November 1, 1988
- REAs to technical and legal review at MSCPAC. November 7, 1988
- Prepare REA on tailshaft repair. November 18, 1988
- Prepare letter requesting response on REAs. November 18, 1988
- NOTE - Under Contract Disputes Act, MSCPAC is entitled to review submittals and provide response in 60 days.
- Obtain MSCPAC position on REAs. January 3, 1989
- Attempt to negotiate settlement of REAs. January 15, 1989
- If cannot reach negotiated settlement, begin appeal process as outlined above. February 1, 1989



DEPARTMENT OF THE NAVY
SUPERVISOR OF SHIPBUILDING, CONVERSION, AND REPAIR, USN
SEATTLE, WASHINGTON 98115-5003

IN REPLY REFER TO:
4710
Ser 400-4938
NOV 16 1988

Mr. William H. Zavín III, President
Northwest Marine Iron Works
P.O. Box 3109
Portland, OR 97208

Dear Mr. Zavín,

This letter acknowledges your Contract Director's letter of 04 November, which was delivered to my office during the afternoon of 10 November 1988. I am concerned with our failure to settle outstanding contract items, on USS PAUL FOSTER, and USS DULUTH and as you know, have expended considerable effort to correct this situation. During the week of 03 October, I and several of my key staff members visited Portland with the express purpose of negotiating outstanding contract items with your firm. Specifically, USS PAUL FOSTER VLS, Sonar, LAMPS, SSDG and time extension were included on the agenda for negotiation. Aside from your expression of appreciation for our efforts at settlement, you have not modified your initial position nor shown us additional contractor entitlement. On the morning of 05 October you declined our offer on USS PAUL FOSTER and suggested that NAVSEA should be called in to review our position with "new eyes" to see if the offer could be improved.

We subsequently had such a review by a representative of NAVSEA. His observations were much the same as our own. He concluded that our offer was not only reasonable, but generous. Interjecting another player into the negotiation process was not contemplated, hence there was no plan to have the NAVSEA expert discuss his findings with the Contractor. The authority and responsibility for negotiation with NMIW continues to rest with SUPSHIP Seattle where it properly belongs.

Regarding the visit of Captain Harshbarger to Northwest Marine Iron Works on 04 November 1988, he was in the area to attend the Administrative Contracting Officer Conference and elected to visit NMIW as a matter of courtesy. I can't imagine why you are surprised at his expressed displeasure, when told that the Government was not negotiating in good faith. Your comments were provocative in nature and received an appropriate response. He has been made fully aware of the current situation at NMIW, and the efforts made by this Command to reach a settlement. I feel that to accuse the Government of "bad faith" indicates both poor judgment and a lack of understanding concerning the details of the USS DULUTH REA.

Considerable effort has been expended by the Government on the USS DULUTH REA to reach a position from which negotiations can commence. The considerable variance between our positions arises from poorly supported pricing on the part of the contractor. The original REA for USS DULUTH was hodge podge of some 22 items, all priced identically, which failed to even remotely establish a basis for entitlement. As a consequence, it was rejected in May 1986. The revised REA was submitted under a date of 10 March 1987, some 9 calendar months after redelivery of USS DULUTH. At various times between the initial rejection and revised REA receipt, the Contracting Officer suggested that the contractor

might elect to submit individual issues for resolution as the various evaluations and proposals were completed. This methodology would have sped up the process without waiting for the complete REA package to be submitted. The Contractor elected, for reasons unexplained to date, to withhold submission until the complete package was resubmitted on 10 March 1987.

NMIW Director of Contracts contends that a bottom line offer was made by the Government in an attempt to settle the USS DULUTH REA, and that no effort has been made by the Government to respond to the elements of the REA. The Government's position on the USS DULUTH REA is this, there has been no bottom line offer made as a take it or leave it proposition. The Government has analyzed the Contractor's proposal and found supportable entitlement of \$172,000. SUPSHIP Seattle has not used the USS DULUTH/CLEVELAND comparison alluded to in Mr. Jozwick's letter in its review, and has no intention to do so, as it is not considered relevant. This Government position was forwarded to Mr. Gordon Newell during the one and only negotiation session held to date, on 09 September 1988. Mr. Newell stated that the Company would get back to the Government with a response shortly. To date no response has been received. Mr. Jozwick states in his letter that the Government has not explained how its current position was arrived at. It is the the Government's responsibility to justify a contractor's entitlement but rather to evaluate the evidence submitted for validity. The Government's guiding principle in matters of negotiation is to pay for each dollar of entitlement established by the Contractor. This approach will be used in USS DULUTH negotiations. I feel that is essential that the Contractor return to the negotiating table so that a dialogue can be established and mutual agreement reached if possible. I would hope that Northwest Marine Iron Works returns to negotiations promptly so that the issues under discussion can be resolved. Your two month hiatus has not expedited the resolution of this matter.



C. H. TUCKER
Contracting Officer

Bill -

John and I will try to give you some kind of timeline display of RGA/Claim item Schedules early next week,

eg.



Here are the schedule/status of the OKINAWA items I'm presently working. STORIS will be submitted no later than the week following the Thanksgiving Holiday.

fred

18 NOVEMBER 1988

OKINAWA REA'S :

DEFUELING

19 SEPT. 1988

SUBMITTAL OF REA TO SUPSHIP

17 NOV. 1988

RESPONSE TO MORRISON LETTER
REQUESTING ADDITIONAL INFOR-
MATION

2 DEC. 1988

CONFIRM SUPSHIP SCHEDULING
OF DCAA REVIEW

17 JAN. 1988

CONTRACTING OFFICER HAS ^{UP TO} 60
DAYS TO REVIEW AND RENDER
A DECISION TO AUTHORIZE
NEGOTIATIONS BASED ON
DCAA FINDINGS

17 JAN. 1988

SCHEDULE NEGOTIATIONS SESSION
IF CONTRACTING OFFICER HAS
NOT ALREADY DONE SO (NO
LATER THAN 27 JAN. 1989)*

* IF NO SATISFACTORY ACTION
BY GOV'T. IN RESPONSE TO
REA AND TERMS OF THE CONTRACT,
NMIW COUNSEL TO PROCEED
WITH ACTION.

Ben Maxwell
11.18.88

ASBESTOS
ABATEMENT

17 OCT. 1988 SUBMITTAL TO SUPSHIP

17 NOV. 1988 NEGOTIATION SESSION
SCHEDULED FOR 21 NOV. 1988

* THIS IS A COST COLLECTION BASED ON
ACTUAL DOCUMENTED CHARGES &
PURCHASE ORDERS. DO NOT ANTICIPATE
THAT THIS ITEM WILL BE IN CONTENTION
LATER THAN 2 DEC. 1988

FREEBOARD
ADDITIONAL SQUARE
FOOTAGE

29 SEPT. 1988

SUBMITTAL OF COSTS TO
SUPSHIP ALONG WITH DOCU-
MENTATION OF ADDITIONAL
SQUARE FOOTAGE OF
FREEBOARD SURFACE AREA

7 NOV. 1988

DISCUSSION/NEGOTIATION
SESSION CONDUCTED
WITH SUPSHIP

9 NOV. 1988

SUPSHIP DIRECTS THAT A
FORMAL REA BE SUBMITTED
FOR COST RECOVERY

23 NOV. 1988

FORMAL REA SUBMITTAL TO
SUPSHIP

* ALTHOUGH CONTRACTING
OFFICER'S STAFF HAS ALREADY
DETERMINED THAT OUR REA
HAS MERIT, THE GOV'T. STILL
HAS 60 DAYS TO REVIEW
OUR PACKAGE. (DCAA REVIEW)

2 DEC. 1988

SCHEDULE NEGOTIATING SESSION
WITH GOV'T.

* FEEL THAT THIS CAN BE DONE
SINCE THE GOV'T. HAS HAD
ALL OUR SURVEY AND COST
DOCUMENTATION SINCE
29 SEPT. 1988

23 JAN. 1988

NEGOTIATE SETTLEMENT ON
OR BEFORE THIS DATE.

GOV'T. DELAY IN
CREW MOVE ASHORE

9 DEC. 1988

COMPLETE COLLECTION OF
DEFINITIVE INFORMATION

16 DEC. 1988

SUBMITTAL OF REA TO
SUPSHIP

* CONTRACTING OFFICER HAS
60 DAYS TO REVIEW AND
RENDER HIS DECISION.
DCAA REVIEW WILL BE
CONDUCTED. CONFIRM
SCHEDULE TO SUPPORT 60 DAY
PERIOD

16 FEB. 1989

SCHEDULE NEGOTIATIONS IF
GOV'T. HAS NOT ALREADY
DONE SO (NO LATER THAN
3 MARCH 1989)*

* IF NO SATISFACTORY ACTION
BY GOV'T. IN RESPONSE TO
THIS REA AND TERMS OF THE
CONTRACT, NMIW COUNSEL
TO PROCEED WITH ACTION.

KIT

MAX MOD

1411

VLS

489,390

736,045

53B

628,394

576,857

LAMPS

370,351

872,928

\$ 1,488,135

\$ 2,185,830.

Δ
\$ 697,695.

TIME

EXT.

1,939,846

4,092,577

Δ
\$ 2,152,731

\$ 3,427,981

\$ 6,278,407

Δ
\$ 2,850,426

KIT

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1411

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\$ 6,278,407

Δ
\$ 2,850,426

BZ	
JC	
GM	
DN	
FRED MAXWELL	
RON BERTHMAN	

Attached are the two laws that B. Morrison & J. Beback came to talk about. The first one 18 USC § 1001 concerns false "statements". The second law 18 USC § 287 concerns false/fictitious/fraudulent "claims". I highlighted some cases that have been decided recently which define the law & its application a little better.

John



NORTHWEST MARINE IRON WORKS

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5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217
PHONE: (503) 285-7557
TWX: 910-464-6107 NORMARINE PTL

November 4, 1988

Supervisor of Shipbuilding
Conversion and Repair, USN
Seattle, WA 98115

Attention: Commander K. Tucker
Contracting Officer

Subject: Contract N00024-85-H-8197
USS PAUL F. FOSTER (DD-964)
Maximum Price Modification Proposals

Contract N00024-85-C-8506
USS DULUTH (LPD-6)
Request for Equitable Adjustment

Gentlemen:

On November 3, 1988, Northwest Marine Iron Works was visited by Captains Harshbarger and Grasser and Commander Tucker. A meeting was held with Bill Zavin, Jim Coleman, Gil Miller, Don Nugent, John Jozwick. During the discussions, a general review of the differences in position between Northwest Marine and SupShip Seattle on the outstanding max mod items on the USS PAUL FOSTER overhaul was conducted. As a part of this review, Captain Harshbarger indicated that his staff had reviewed and approved the SupShip position on the outstanding issues for the project which remain. Northwest Marine asked if we could review our position on these issues with his staff. After some discussion, Captain Harshbarger consented and indicated he would direct that the review be conducted. Bill Zavin handed each of the Navy officers copies of a point paper to review our position with his staff and he concurred after some discussion on that issue.

As a part of our discussion of these issues, Bill Zavin then handed each of the Naval officers a copy of a talking paper prepared for him by myself. After reading the first page, which listed the areas of difference between SupShip and Northwest Marine on the FOSTER overhaul contractual discussions, Captain Harshbarger commented that the degree of detail being reviewed on that talking paper was greater than he was prepared to discuss. He also indicated that while his staff was willing to review our position with us, SupShip Seattle was the proper negotiating authority on the project.

Commander K. Tucker, Contracting Officer
November 4, 1988
Page two

He then flipped over to the second page which was attached to the PAUL FOSTER discussion. Upon looking at the second page, which was a discussion of NMIW's areas of concern on the DULUTH claim, Captain Harshbarger expressed extreme displeasure with that section of the talking paper. The object of his anger was the fourth point which stated my belief that the Supervisor had not been negotiating in good faith, or in an objective manner. After expressing comments that if it was NMIW's intent to [upset] him, we had succeeded. Captain Harshbarger abruptly ended the meeting by stating that he had had enough and left the room without allowing for any explanation of NMIW's position or a reason behind the point paper comments.

While NMIW is disturbed that the Government reacted so strongly to the point paper comment, I believe that the comment accurately reflects our perspective on this matter. Further, NMIW believes that it should have been allowed an opportunity to present why it has formed this position. The following facts will explain why NMIW believes that the DULUTH matter has not been handled in an objective manner or in good faith since its initial submittal.

The chronology of events on this matter reflects NMIW's belief that this matter has not been addressed in good faith. [See Enclosure (2).] As the initial REA submittal was made April 29, 1986, and a re-submittal made on March 10, 1987, it took the Contracting Officer until October 14, 1987 to request a DCAA audit of this matter. Additionally, the Contracting Officer stated to the DCAA by its October 14, 1987 letter, that the Government's technical analyses had not been completed even though the REA had been in the Government's possession since March 10, 1987, and it included many of the same issues described in the original submittal made on April 29, 1986. Why was the technical review of the REA not complete by this date when it was significant to the public/private comparison being performed between the USS DULUTH and USS CLEVELAND? In NMIW's opinion, this matter has not been addressed in a reasonable time frame. NMIW believes that good faith negotiation and resolution of issues such as the DULUTH REA are made only when they are handled in a prompt, but reasonable, time frame.

Additionally, NMIW questions the position offered by the Government when NMIW believes that the Supervisor has performed a public/private comparison between the USS DULUTH and the USS CLEVELAND, wherein the analysis indicates that a key area of difference between NMIW and Long Beach Naval Shipyard results involved the DULUTH hull plating deterioration and extension of drydock which is a major portion of the DULUTH claim. NMIW believes that the Supervisor has performed a detailed review and comparison of all the data associated with NMIW's performance on the USS DULUTH project, its submitted REA, and believes that results of these cost and schedule analyses support entitlement to NMIW's

Commander K. Tucker, Contracting Officer
November 4, 1988
Page three

REA in an amount that exceeds the present offer of \$172,000. NMIW also believes that the Supervisor has engaged numerous resources to review the submittal, but that those results which support NMIW's position have not been reflected in the present offer by the on-site Contracting Officer.

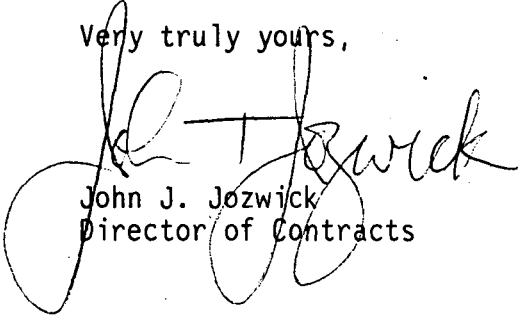
Further, the on-site Contracting Officer has stated in its letter Serial 413-4370 on October 17, 1988, that he had presented the Navy's position for each element contained within the REA, yet the Supervisor has not responded to the detailed rationale provided for each area of the REA that NMIW believes it is entitled to compensation. While NMIW has provided a justification for each element of its REA, the Supervisor has yet to explain the difference of position in its assessment of entitlement or quantum.

To assist in further negotiations, I have prepared a check list to be utilized by NMIW's negotiator to use during the next negotiation session in order to better define areas of entitlement and quantum. Attached, as Enclosure 3, is the check list prepared for NMIW's negotiator. Through this check list, it is hoped that the Government's position could be better defined, and in those areas where entitlement is questioned or denied, a rationale could be provided in response to NMIW's REA justification for payment.

Thus, while Captain Harshbarger objected to our comments regarding the negotiation of the DULUTH matter, this is NMIW's opinion based on its involvement over the past two and one-half years since the initial REA submittal. Although NMIW is disturbed by the Captain's response, NMIW is also concerned because it was not allowed to present its position and rationale for this statement.

If you have any questions regarding the above, please do not hesitate to contact the undersigned. Additionally, NMIW is willing to continue discussions on the subject REA. The enclosed check list should help in the clarification of our respective positions and assist in negotiations.

Very truly yours,



John J. Jozwick
Director of Contracts

USS DULUTH CLAIM

- * NMIW and SupShip Seattle have had one session of negotiation.
- * SupShip Seattle's position was entitlement for \$172,000 out of the \$5.8 million claim.
- * This position was taken after 18 months of review.
- * NMIW believes the Supervisor is not negotiating in good faith or in an objective manner.
- * NMIW believes SupShip is aware of the public-private comparison between NMIW (USS DULUTH) and Long Beach Naval Shipyard (USS CLEVELAND) wherein LBNS exceeded NMIW's costs by approximately 8% and still received an incentive fee award.
- * NMIW believes SupShip is aware that one of the key areas of difference between NMIW and LBNS results involved the Duluth hull plating deterioration and extension of drydock. This is the major portion of the Duluth claim.
- * NMIW believes that further review and comparison between NMIW and LBNS results supports NMIW's position and costs to accomplish the basic work package and the effect of the hull work/drydock extension.

Enclosure 2

The following chronology outlines the correspondence and time frames from initial submittal to the present position of the Government and the Contractor.

<u>Date</u>	<u>Author</u>	<u>Serial</u>	<u>Description</u>
4/29/86	NMIW	7500-310	Initial submittal of REA.
5/29/86	SupShip	400-4568	SupShip rejects REA.
12/11/86	SupShip	410-8067	SupShip reaffirms rejection of REA, but that with revision, "Government review could commence promptly."
3/10/87	NMIW		Resubmittal of certified REA.
5/19/87			Meeting between SupShip and NMIW. ACO could not state when SupShip would render a decision.
5/21/87	NMIW		NMIW requests when a decision would be issued.
6/12/87	SupShip	130-2352	ACO states he considers REA a claim. Timing for decision just beginning

			from 5/21/87 letter.
7/30/87	NMIW		NMIW appeals to ASBCA for failure of ACO to render or state when a decision would be issued.
7/31/87	SupShip	131-3070	ACO states decision would be issued on 30 October 1987.
10/14/87	SupShip	410-4158	ACO requests DCAA audit. ACO states SupShip analysis not complete.
11/16/87			NMIW's and NAVSEA's attorneys agree to dismiss appeal without prejudice as negotiations will commence by mid-December 1987.
12/01/87	SupShip	410-4873	ACO states audit will not be complete until approximately 15 December 1987; then SupShip will prepare a pre-negotiation strategy; then NAVSEA will need 30 days to review.
1/22/88	NMIW		NMIW requests estimated date for settlement negotiations.
2/09/88	SupShip	410-577	ACO states audit complete and pre-negotiation business clearance being prepared. No date for settlement given.
9/09/88			First negotiation session held to discuss

framework for settlement. Note - 7 months from SupShip's previous letter.

Government's position \$172,000 out of the \$5.8 million REA.

10/05/88	SupShip	413-4360	On-site Contracting Officer states he has responded to all elements of REA.
10/11/88	NMIW		NMIW states that offer was a "bottom-line" offer and that NMIW did not receive a response to each item of the REA.
10/17/88	SupShip	413-4370	On-site Contracting Officer states each issue discussed with Navy's position.
Present			NMIW developed check list to use in negotiation to understand Navy's position on each issue.

On April 29, 1986, NMIW submitted a request for equitable adjustment via its letter Serial 7500-310, which included the costs and impacts caused by the underwater hull deterioration and extension of drydock. The Government rejected the request for equitable adjustment by its letter Serial 400-4568 of May 29, 1986. Subsequently, by SupShip Seattle Letter Serial 410-8067 of December 11, 1986, the Contracting Officer reaffirmed that the request for equitable adjustment had been rejected but that with revision to the deficiencies in the REA, "Government review could commence promptly."

As a result of these comments, NMIW redocumented and re-analyzed the USS DULUTH project. On March 10, 1987, NMIW resubmitted a newly certified REA. Although the Contracting Officer had stated (in its December 11, 1986 letter) that Government review could commence promptly, during a meeting held on May 19, 1987, between NMIW and SupShip Seattle, the Contracting Officer stated that he could not tell NMIW when a decision would be made on the submitted REA. On May 21, 1987, NMIW forwarded a letter to the Contracting Officer requesting that a formal position be provided by the Contracting Officer.

In response, the Contracting Officer responded by letter Serial 130-2352 on June 12, 1987, stating it was now, "an implied conversion of your request for equitable adjustment into a claim as that term is defined at FAR 33.201 and constitutes the initiation of a claim as per FAR 33.206." Thus, in regard to issuing a decision, the Contracting Officer stated "this means that the timing for issuance of a Contracting Officer's decision is governed by FAR 33.211(c)(2)." Over three months had passed from the resubmitted date and the Contracting Officer was now stating that timing for a position was just beginning. However, no response was received by the Contracting Officer within the 60 days of NMIW letter requesting a formal position. On July 30, 1987, NMIW appealed to the Armed Services Board of Contract Appeals for the failure of the Contracting Officer to state when a decision would be made. The next day, by SupShip Seattle letter Serial 131-3070 dated July 31, 1987, the

Contracting Officer now responded and stated that the anticipated date of issuance for a final Contracting Officer's decision would be on 30 October 1987.

No decision was made by the Contracting Officer by October 30, 1987. In fact, the Contracting Officer did not even request a Defense Contract Audit Agency (DCAA) review until October 14, 1987. But, discussions among NMIW's attorney and the Navy's attorney indicated that negotiations could commence by mid-December 1987. In the attempt to reach a negotiated settlement of this matter, NMIW agreed to dismiss the subject appeal without prejudice while negotiations took place. The subject appeal was dismissed by the Armed Services Board of Contract Appeals without prejudice on November 16, 1987.

By SupShip Seattle letter Serial 410-4873 dated December 1, 1987, the Contracting Officer now stated that the DCAA audit would be completed by approximately 15 December 1987. The Contracting Officer then stated that once the audit was complete, a pre-negotiation business clearance must then be prepared and passed to NAVSEA for their concurrence prior to commencing negotiations. The Contracting Officer estimated that this NAVSEA review would "probably consume about 30 days." Through January, 1988, no decision had yet been made by the Contracting Officer regarding this matter. On January 22, 1988, NMIW requested (by a letter) an estimated date for settlement negotiations. On February 9, 1988, SupShip Seattle letter Serial 410-677

Enclosure 3

<u>ISSUE</u>	<u>ENTITLEMENT</u>	<u>QUANTUM</u>
1. The Navy's redefinition and misuse of the supplemental manday reservation.	_____	_____
2. Impact costs resulting from the growth of the underwater hull work.	_____	_____
3. Direct and impact costs resulting from the activities of Ship's Force.	_____	_____
4. Direct and impact costs resulting from the defective specification issued for the electronic ship alteration package.	_____	_____
5. Impact costs to the drydock schedule of the U.S.C.G.C. STORIS.	_____	_____
6. Emergency Stern Gate Rigging REA.	_____	_____
7. Structural Repairs Below Main Deck REA.	_____	_____
8. Living Barge IX-502 REA.	_____	_____
9. Propulsion Shafting REA.	_____	_____
10. Loss of Use of Money.	_____	_____
11. Proposal Preparation Costs Incurred Prior to 21 May '87 (Ref. SupShip Letter 130-2352 Dated 12 June '87)	_____	_____
12. Ceiling Adjustment.	_____	_____
13. Interest on settled amount pursuant to the Contract Disputes Act from 12 June '87 until paid.	_____	_____

stated that the audit was complete and that the pre-negotiation business clearance was being prepared. However, no date was provided for anticipated negotiations. Negotiations did not commence until September, 1988, some 7 months later.

The on-site Contracting Officer and NMIW's negotiator have had one session of negotiation. The on-site Contracting Officer's position was an offer for \$172,000 out of the \$5.8 million REA. By SupShip Seattle letter serial 413-4360 dated October 5, 1988, the on-site Contracting Officer stated that he had responded to all elements of the REA and was expecting a prompt response to his position to expedite final negotiations. NMIW responded on October 11, 1988 stating that it did not receive a response to all elements of the REA. In response, the Contracting Officer by letter Serial 413-4370 dated October 17, 1988, stated that the Navy's negotiator presented its position to each element in the damage summary and damage analyses. Additionally, the on-site Contracting Officer stated that all remaining elements of the claim were discussed individually with the Navy presenting its position and reason.



NORTHWEST MARINE IRON WORKS

MEMORANDUM

November 4, 1988

TO: B. Zavin

FROM: J. Coleman
J. Jozwick

SUBJECT: Schedule for FOSTER and DULUTH Negotiations

The following schedule of events will take place on FOSTER and DULUTH negotiations. This schedule is based on discussions with Cdr. Tucker, R. Berhmann, D. Nugent, J. Coleman and J. Jozwick.

FOSTER

Discussions with Cdr. Tucker this morning indicate that SupShip is willing to review any new data we may have to support our position on the max mods. He also stated that he was willing to arrange for the NAVSEA representative to return to Seattle so that we could have an opportunity to present our analysis on the max mods. As a result of these discussions, we anticipate the following to occur:

- * R. Behrmann to review all data on VLS to reformat the data in the SupShip desired cost/schedule format. Estimated time to complete (ETC) - November 11, 1988.
- * J. Jozwick and R. Behrmann to compare data to previous VLS max mod submittal to verify analysis is reasonable and reflective of our costs. ETC - November 18, 1988
- * Request (by letter) Cdr. Tucker to schedule a meeting with the NAVSEA representative. ETC - November 11, 1988
- * Present new analysis to Cdr. Tucker and NAVSEA. ETC - ? (Depends on NAVSEA representative's schedule.)
- * Should meeting not take place, recertify proposals as claims and resubmit. ETC - November 18, 1988
 - Obtain FCOD January 18, 1989
 - File Appeal January 18, 1989
 - Prepare Complaint February 18, 1989
 - Receive Answer March 10, 1989
 - Review and Respond to Rule 4 File April 10, 1989

Schedule for FOSTER and DULUTH Negotiations
November 4, 1988
Page Two

- Obtain a hearing date from Board during probably Fall, 1989
- Discovery (depositions, document review, interrogatories) April, 1989 - Fall 1989
- Hearing Fall, 1989
- Decision Winter, 1990
- * Should meeting take place, reschedule negotiations. ETC - 1 week after meeting.
- * If negotiations do not reach a negotiated settlement, recertify proposals as claims and resubmit. (See sequence above.)

DULUTH

Discussion with Cdr. Tucker indicate that SupShip is still willing to discuss settlement of the REA.

- * G. Newell to reschedule negotiations with checklist for entitlement and quantum - November 4, 1988.
- * G. Newell to attend negotiations. ETC - November 11, 1988.
- * J. Jozwick to request rationale from SupShip on entitlement denial. ETC - November 18, 1988.
- * Assess final positions of SupShip and NMIW. ETC - December 1, 1988.
- * If settlement not reached, begin appeal. ETC - December 15, 1988.

HOT VENDOR LIST

SEPCO

Okinawa Retainage

34

WEST COAST SHIPPING

154K X .6

92

CROSBY & OVERTON — NEED TO
clear up old ^{invoices} before ^{they} take care
of new P.O.'s (threat)

Fraser Boiler

60

- wants 60K today and will
bill an additional 100K Next week.
Total bill will grow to 600K-700K
if we don't start paying
- they hear that Sipco ^{is} getting paid
and Glen Blast is getting paid.

AMSO

41

Maples

4
—
231

Available for A/P trade
creditors 10/18

361

less Hot vendor list

231
~~146~~

Available for A/P trade 10/18

130
~~146~~

(this will pay through 8/18)

Available for A/P Trade
creditors 10/20

513

Hot list (estimate)

200

Available for A/P trade 10/20

313

(this will pay A/P trade 8/26)



NORTHWEST MARINE IRON WORKS

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PHONE: (503) 285-7557
TWX: 910-464-6107 NORMARINE PTL

October 12, 1988

Mr. Herb Leyendecker
EXXON Shipping Company
800 Bell Street
Houston, TX 77002-7426

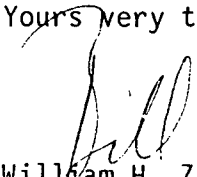
Dear Herb:

As we discussed recently, I am enclosing for your perusal the breakdown by cost category of the recent work performed on the EXXON BENICIA. As will be clear from the attached exhibits, our cost did significantly exceed our selling price to you. We endeavored to follow the basic tenets outlined in the work package and contract in good faith, but we do feel that factors and events beyond our control, and beyond those we would normally anticipate in our bid to you, drove us into this over cost condition. A brief statement of these conditions is attached along with our cost exhibit. Our Vice President for Estimating, George Riddle, and I would appreciate the opportunity to meet, or talk, with you at your convenience to review these circumstances.

Thank you very much for your interest and for your kind words relating to the quality and timeliness of our work on the project.

Once again, I am sorry I missed the opportunity to visit with you during your recent visit to Portland and to meet Mr. Tompkins. I look forward to the opportunity to visit with you soon. Thank you very much for your interest.

Yours very truly,



William H. Zavín, II
President



NORTHWEST MARINE IRON WORKS

MEMORANDUM

October 12, 1988

MEMO TO: Bill Zavín
FROM: George Riddle 
SUBJECT: Over Cost Condition - EXXON BENICIA

As you requested, a considerable number of in-depth discussions leading up to our evaluation of the causes putting EXXON BENICIA into an over cost condition have been held. We have concluded that the driving force to this end result is the inordinately rigid and scrutinous inspection of the structural steel repairs by the EXXON Representative, Mr. Paul Egleton.

Northwest certainly accepts that it did make five mistakes in the fitting up procedure of certain items, but when compared with the total number of 323 individual steel repair items, this percentage of rework is normal and expected. As a result of these five items, however, Mr. Egleton required very unusual and extra rigorous methods of inspection, such as personally witnessing each phase of repair, cropping out, fit up, root weld back gouging, and final welding which led to a slowing of the work process beyond that which we had priced, and created the over cost condition.

Mr. Egleton worked long hours and never hesitated to be available at any time to witness specific repairs. He could not, however, be in all the tanks, all the time, during a three shift operation which encompassed a major direct steel craft work force of about 100 craftsmen. This certainly caused productivity to be low in the steel craft and created circumstances in the attending crane and rigger costs to be well above that which had been anticipated in the work package. These items are not unlike other projects we have performed within budget for EXXON in the past.

Attached please find our final cost tally for the project which totals \$5,803,521. You can tell it significantly exceeds our negotiated revenue to date of \$4,831,000.



NORTHWEST MARINE IRON WORKS

MEMORANDUM

October 5, 1988

TO: Bill Zavin
Gil Miller

FROM: John Jozwick

SUBJECT: Foster Max Mod Negotiations

On October 3 and October 4, 1988, members of Northwest Marine Iron Works and the Supervisor of Shipbuilding, Seattle met in an attempt to negotiate the three Kit Mods (VLS, LAMPS, SONAR), the Time Extension Mod, and the Generator Mod. The discussions during negotiation included individual mod reviews, and an attempt to reach a global settlement of all modifications. This memorandum will discuss the result of these initial negotiations.

As you may remember, the values of these modifications are:

	<u>Max Mod Value</u>	<u>Supported Costs</u>
a. 3 Kit Mods	1.4 M	2.4 M
b. Generator Mod	.16 M	.16 M
c. Time Extension Mod	1.9 M	4.0 M
	-----	-----
Total	3.6 M	6.4 M

The values identified above indicate the maximum values of the modifications, along with the value NMIW believes it can support in justifying the Max Mod price. SupShip Seattle's position for these negotiations was to have a settlement value of \$2,580,000., out of the Maximum Mod value of \$3,600,000. With this offer for settlement, the following would result.

To date, there has been an authorized billing of 98.5% of the contract value. 98.5% of the max mod price of \$3,600,000. results in an amount of \$3,550,000. that has been paid to date on the modifications. Further, SupShip Seattle is withholding \$1,680,000. in retention and \$576,000. in contract billings for a total withholding of \$2,256,000. A settlement of \$2,580,000 on the max mod values of \$3,600,000. would result in a credit due back to the government of approximately \$970,000. Taking the credit due the government from the amount still being withheld by SupShip Seattle would result in an amount due to NMIW of approximately \$1,286,000.

Foster Max Mod Negotiations (continued)

October 5, 1988

Page Two

While the offer by SupShip Seattle would allow an approximate \$1,000,000. cash payment to NMIW (SupShip would still withhold an amount for the Litton matter), the settlement offer does not reflect the value entitled to NMIW for the maximum priced modifications. It appears that SupShip's offer is to only pay for costs incurred.

A review of our total project actual hours to budget hours, multiplied by the forward pricing rate, and adjusted for the Port of Portland fee results in the same value of \$2,580,000. Thus, it appears that the Navy's initial offer is to compensate NMIW only for the total cost of performing the contract, without any regard for our ability to perform under our budget for these three kit modifications, and the time extension modification. The Navy's offer reflects the type of settlement on a cost type contract rather than the firm fixed price contract of the FOSTER where we could benefit from our own efficiencies and past learning experience.

On Wednesday, October 5, 1988, we met again with the SupShip Seattle Contracting Officer to discuss their offer of settlement. Our position was a request for SupShip Seattle to review the data again, to focus upon NMIW's ability to under run the budgets for these modifications, the inefficiencies caused by these modifications, and the full value of these modifications as a result of the problems and the Government supplied materials and information. The Contracting Officer agreed to review the data once again, and take a different view of the modifications and NMIW's performance. NMIW anticipates further discussions with the Contracting Officer by approximately October 13 or 14, 1988.



NORTHWEST MARINE IRON WORKS

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TWX: 910-464-6107 NORMARINE PTL

September 12, 1988

MEMO TO: Jim Beall
FROM: J. J. Coleman/Don Nugent
SUBJECT: Outstanding Retention Issues

The following is submitted for your use.

A. MSCPAC, Oakland

- USNS MERCY Post shakedown availability (March-April)
Ship departed April 9, 1988. All warranty work has been completed with exception of \$1500 (est). Spare parts (\$5,000) required to be bought when directed by MSC. MSC still has not verified that all engineering work is complete. NMIW says it is.

Retention - \$151,360
Progress - 110,759

Total Withheld \$260,619

=====

+ 204

- USNS ZEUS Availability (July - August)
Final Mod (P005) has been negotiated and submitted (12 September) to MSC. No outstanding issues.

Total Withheld \$58,000

=====

- USNS KAWISHIWI Overhaul (13 June - 20 August)
Major issue is NMIW claims that MSC late award plus numerous changes and actions/inactions on the part of MSC delayed and disrupted NMIW's production efforts. We have told MSC that we believe we are entitled to an equitable adjustment. On 26 August we negotiated with MSC a \$340,000 modification on MSC agreed elements and reserved our rights to go forward with a request for Equitable Adjustment on remaining disputed items. Based upon our insisting to reserve our rights, this \$340 K modification has not been executed by MSC. Warranty work is minor in nature.

Beall MSC

+ Parts 4000

Outstanding Retention Items
September 12, 1988
Page Two

MSCPAC - USNS KAWISHIWI (continued)

Retention -	\$248,051
Remaining 5% Progress -	261,106
Unexecuted Mod -	340,000

Total Withheld	\$849,156
	=====

Total for three ships	\$1,169,000
	=====

B. U.S. NAVY - Supervisor of Shipbuilding - Seattle

USS PAUL F. FOSTER

Warranty period for Foster will expire 29 September 1988, 90 days after vessel departure on 1 July 1988. All incomplete work and/or warranty issues have been/will be responded to promptly and efficiently.

There currently exists five (5) large, unsettled contract modifications (Max Mods). They are:

- 1) Sonar Kit
- 2) LAMPS Kit
- 3) VLS Kit

These three Max Mods involve work efforts and material costs associated with the substitution of Government Furnished Kit materials after vessel arrival in the shipyard. The Max Mod values include direct costs as well as costs associated with impacts due to the untimely incorporation of the substitutions.

4) #2 Generator Replacement

This Max Mod has a value of approximately \$170,000. Work scope included replacement of a Government Furnished Generator. This work was directed by the Government during the last two months of vessel availability. Work efforts proceeded well and allowed satisfaction of all critical end of availability schedules (i.e., light-off, dock trials, sea trials).

Outstanding Retention Issues
September 12, 1988
Page Three

B. US NAVY USS PAUL F. FOSTER (continued)

Recent contacts with SupShip Seattle indicate that the Government will be prepared to negotiate this Max Mod in the near future. NMIW's definitive pricing proposal has been submitted to the Government since 29 July 1988.

5. One (1) Month Contract Extension

This Max Mod has a value of \$1,939,845. The scope included an extension of the contract due to Government responsible delays and other impacts to the original contract schedule.

Recent contacts with SupShip Seattle indicate that this Max Mod is under review by the Government Review Team in Seattle, who have not yet determined the Government's position. A request for audit has been issued by SupShip Seattle. NMIW's pricing proposal was submitted on 5 May 1988.

Total retention being withheld by the Government for the Foster overhaul amounts to \$2,282,071.00. The Supervisor feels justified in holding these funds to protect his perceived exposure on the unsettled modifications. The Government estimates are reportedly unrealistically low compared to NMIW's.

In addition, the final performance fee judgment period expires at the close of the warranty period. NMIW fully expects to be awarded approximately a conservative \$400,000 of the total monies available for this final period.

Offered solution to USN problem:

Inasmuch as the OKINAWA contract is ongoing at NMIW, the Navy could easily offset its release of retainage on FOSTER by decreasing OKINAWA progress payments if it were later found that the Navy had overpaid on FOSTER. This approach has been utilized by SupShip Seattle on past overhauls of OBSERVATION ISLAND, for example. This would fully protect the Government's interests while providing NMIW with the continued working capital needed.

C. CLAIMS STATUS REPORT

CUSHING Status:

Change Board has approved the Government's position today, which makes CUSHING available for negotiations now.

Outstanding Retention Issues
September 12, 1988
Page Four

C. CLAIMS STATUS REPORT (continued)

DULUTH Status:

Ready to negotiate, pending return of Gene Hulsey during week of
12 September 1988.

STORIS Status:

Several price proposals are ready for negotiation. The REA
(claim) itself still under final preparation by NMIW.

*Nava JIP
Center*



NORTHWEST MARINE IRON WORKS

MEMORANDUM

TO: Bill Zavin
FROM: John Jozwick
SUBJECT: Meeting with Commodore, Military Sealift Command, Pacific
USNS KAWISHIWI

The following points should be discussed with the Commodore regarding our working relationship with MSCPAC in the past, during the KAWISHIWI contract, and what it will be like on the USNS HIGGINS and future MSCPAC contracts.

PAST WORKING RELATIONSHIPS

- * Northwest Marine Iron Works and MSCPAC have always worked in a commercial contract environment.
- * All changes and adjustments left unresolved during the contract were settled upon redelivery or soon thereafter.
- * The relationship among NMIW, the MSC Port Engineer and MSC Contracting Officer allowed for an equitable settlement of all contracts.

USNS KAWISHIWI

- will come up later
on DD month*
- * NMIW and MSCPAC entered into the KAWISHIWI contract in the spirit of cooperation.
 - * NMIW and MSCPAC entered the contract as a commercial type of contract.
 - * NMIW and MSCPAC entered into this contract with the cooperation described above even though the ship arrived before award of the contract was made.
 - * The Contracting Officer was fully aware that, as a result of the extremely late contract award, NMIW had lost the drydock availability that was discussed during the best and final discussions on June 1, 1988. Between June 1, 1988 and the date of ship arrival, without an award being made on the contract, NMIW could not hold the drydock open. Once again, the Contracting Officer was made aware of this fact during the Notice of Award conversation.

Meeting With Commodore
September 16, 1988
Page Two

USNS KAWISHIWI (continued)

- * The Contracting Officer assured NMIW that the issues of late contract award, and the lost drydock availability, would all be resolved equitably in the usual cooperation between NMIW and MSCPAC.
- * NMIW performed the KAWISHIWI contract in the usual commercial fashion, negotiating changes with the Port Engineer, for the direct scope of work. NMIW was led to believe that unresolved issues and adjustments necessary to the contract price as a result of delay and disruption would be adjusted at the end of the contract in the customary dealing with MSCPAC.
- * Even though NMIW was led to believe by the Contracting Officer and the on-site personnel that these outstanding issues would be equitably settled by the end of the contract, contract modifications were being issued by MSCPAC with release language.
- * By the end of the contract, NMIW had incurred substantial costs above the contract value. A significant portion of these costs were caused by unresolved issues, unnegotiated delay and disruption, impact from ship's force, and the other customary problems associated with a short availability period.
- * The Contracting Officer arrived during the week of August 22, 1988 to resolve the outstanding issues on the contract.
- * Discussions revealed that MSCPAC was now standing behind release language to limit NMIW's entitlement to adjustment in the contract price.
- * NMIW and the Contracting Officer are still attempting to determine an equitable adjustment for the completion of the KAWISHIWI contract.
- * Although NMIW was led to believe that it would be equitably compensated for performing the contract, MSCPAC has taken an adversary position on entitlement.
- * NMIW has not received, nor does it appear that MSCPAC is willing to agree to, an equitable adjustment for the work performed on the USNS KAWISHIWI.

• ON DP 6 month -

Meeting with Commodore
September 16, 1988
Page Three

USNS HIGGINS AND FUTURE CONTRACTS

- * NMIW has now entered into a contract on the USNS HIGGINS.
- * MSCPAC has commented that NMIW is changing its working relationship with MSCPAC to a less desirable adversarial position on the HIGGINS contract.
- * NMIW is dismayed at these comments considering MSCPAC's position on the KAWISHIWI contract.
- * NMIW feels that it has been forced by actions of MSCPAC to change its relationship with MSCPAC.
- * NMIW feels it has no choice but to take an adversarial position to reserve its rights as a result of the KAWISHIWI contract on the HIGGINS and on all future MSCPAC contracts.

32

Excepted from any release, waiver or contract provision are the following items wherein the Contractor expressly reserves its rights to claim additional costs, delays, impact, and/or disruption:

1. The costs associated with the straightening of the bent tail shaft.
8/3 - 8/9
2. All costs/delays associated with ship's force impacting testing.
8/9 - 8/14
3. All costs/delays associated with cargo tank cleaning.
1035 hours @27.00 = 27,918
8/5 - 8/12
4. All costs/delays associated with all condenser tube cleaning.
7/18 - 8/12
5. All costs/delays associated with ballast water removal.
8/8 - 8/12
6. All costs/delays associated with the warped condenser head.
8/5 - 8/12
7. All excusable delay associated with the dry-docking of the subject vessel from causes beyond the negligence or control of the Contractor.
7/28 - 8/15
8. All costs/delays after 20 July 1988 associated with the cumulative impact/delay or disruption from the total number, total scope, and timing of the change orders on this contract.
6/24 - 8/12
9. Impact and/or disruption costs after 20 July 1988 that were incurred when the Port Engineer refused to include such costs/delays in the negotiation and price of individual change orders.
6/24 - 8/12
10. All costs/delays associated with the repair, cleaning and painting of chain lockers.
7/22 - 8/12

Jordan 6

58,132

→

10/14/88

ZEUS

262.119

+30
-5

→

May - PAID TO

DATE

+2%

+112.000

Bill Finance 7.



NORTHWEST MARINE IRON WORKS

MEMORANDUM

September 13, 1988

TO: Bill Zavin
FROM: J.J. Coleman
SUBJECT: MSC Contract Status
REFERENCE: (a) Phonecon MSCPAC A. Lawrence/NMIW Coleman
of 13 September 1988

I am not encouraged on MSC's actions on KAWISHIWI and MERCY. Following is a recap of reference (a).

- ZEUS - Invoice remaining \$58 K
- MERCY - MSC Engineering has not responded on drawing issue
- Spares - MSC said to buy \$5,000 in spares as a token gesture. Huget will take for action.
- KAWISHIWI - Lawrence now balking at \$340 K MOD as lawyers are having hard time supporting anything in that MOD except for the overtime premium. They don't like 40% disruption factor. Currently MOD is on hold. Lawrence is now interested in taking our 9 disputed issues and wrapping them up with one settlement of the TOTAL JOB. He intends to have Joel Suzuki (Higgins) work on this.

cc: G. Miller
J. Jozwick
D. Nugent



NORTHWEST MARINE IRON WORKS

MEMORANDUM

September 14, 1988

TO: Bill Zavin

FROM: J. J. Coleman

SUBJECT: Analysis To Support Fast Close Out of Kawishiwi

Met with John Jozwick and Terry Kingrey to develop a strategy for enticing MSC to close out KAWISHIWI in a timely manner. Below are our best estimates of remaining items on which we have not signed away our rights previously.

<u>Item</u>	<u>Subject</u>	<u>\$</u>	<u>Cum \$</u>	<u>Days</u>	<u>Cum Days</u>
1.	SF Testing Delay	35k	35k	+2	+2
2.	Cargo Tank Cleaning	33k	68k	0	+2
3.	Condenser Tube Cleaning Delays	10k	78k	+3	+5
4.	Warped Condenser Head	5k	83k	+1	+6
5.	Ballast Water Removal	7k	90k	0	+6
6.	Tail Shaft (Vendor cost increase is a wash MSC has agreed to pay.)	10k	100k	0	6
7.	Cumulative Impact After July 20 of Changes	100k	200k	0	6
8.	Port Engineer failure to to include impact/delay costs after July 20	100k	300k	0	6

Analysis to Support Fast
Close Out of Kawishiwi
September 14, 1988
Page Two

<u>Sub Total</u>	\$300k	+6
6 extra days wipes out liquidated damages of 91k for -3 days and nets an additional 3 days services	30k	-
Sub Total	\$330k	
Assume we can capture previous agreed to Mod	340k	
	<hr/>	
<u>TOTAL</u>	\$670k	
	====	

Attached job analysis shows job with \$600k additional revenue from above.

Based upon John's assessment, we will enter into a difficult, time consuming (resource) and perhaps expensive REA process if we cannot reach an agreement using some scenario like above. . . . the results of which may not be very fruitful.

cc: G. Miller
D. Nugent
J. Jozwick
✓ T. Kingrey

NORTHWEST MARINE IRON WORKS
JOB ANALYSIS

VESSEL: SAN II
PREPARED: 09-Nov-88
JOB NO. 3380

	800 REPORT (PO COMMIT)	ADJ	PROJECTED	RATE	BEST	WORST
PAYROLL:						
PROD HOURS	5976.5	-12.5	5964.0		5964.0	5964.0
PREM HOURS	377.0	0.0	377.0		377.0	377.0
PAYROLL	79,629	(92)	79,537	13.34	79,537	79,537
PAYROLL BURDEN	44,405	(95)	44,310	7.43	44,310	44,310
DIRECT COSTS:						
MATERIALS	55,082	1,698	56,780	9.52	56,516	56,516
SUBCONTRACTORS	7,599	0	7,599	1.27	7,599	7,599
INVENTORY	5,742	0	5,742	0.96	5,742	5,742
MILEAGE	36	(36)	0	0.00	0	0
MISC	0	0	0	0.00	0	0
SALVAGE	0	0	0	0.00	0	0
OTHER	0	0	0	0.00	0	0
TOP TARIFF	21,260	(3,411)	17,849	2.99	17,849	17,849
OP U & R 5.70%	0	16,432	16,432	2.76	16,432	16,432
OVERHEAD BURDEN:	21,575	(53)	21,522	3.61	21,522	21,522
TOTAL COSTS	235,328	14,443	249,771	41.88	249,507	249,507
EXPECTED REVENUE			322,554	54.08	322,554	322,554
GROSS PROFIT			72,783	12.20	73,047	73,047
G & A EXPENSE			17,355	2.91		
INTEREST			6,859	1.15		
			48,570	8.14		

BILLING SUMMARY

CONTRIBUTION MARGIN	94,305			
CONTRIBUTION MARGIN %	29.24%			
GROSS PROFIT	72,783	3380	300,000	300,000
GROSS PROFIT %	22.56%	3380A	22,554	22,554
CURRENT MONTH GROSS PROFIT	72,783		322,554	322,554
PRIOR G/P RECOGNIZED	73,000		=====	=====
C. GE	(217)			

NORTHWEST MARINE IRON WORKS
JOB ANALYSIS

VESSEL: USNS ZEUS
PREPARED: 21-Nov-88
JOB NO. 3360

	800 REPORT (PO COMMIT)	ADJ	PROJECTED	RATE	BEST	WORST
PAYROLL:						
PROD HOURS	10912.5	0.0	10912.5		10912.5	10912.5
PREM HOURS	2383.5	0.0	2383.5		2383.5	2383.5
PAYROLL	156,019	57	156,076	14.30	156,076	156,076
PAYROLL BURDEN	81,080	(15)	81,065	7.43	81,065	81,065
DIRECT COSTS:						
MATERIALS	93,531	(51,506)	42,025	3.85	42,025	42,025
SUBCONTRACTORS	164,865	27,272	192,137	17.61	192,137	192,137
INVENTORY	7,256	0	7,256	0.66	7,256	7,256
MILAGE	93	(43)	50	0.00	50	50
MISC	0	3,000	3,000	0.27	3,000	5,000
SALVAGE	0	0	0	0.00	0	0
OTHER	0	0	0	0.00	0	0
POP TARIFF	123,930	(44,415)	79,515	7.29	79,515	79,515
POP U & R	5.70% 47,786	(789)	46,997	4.31	46,997	46,997
OVERHEAD BURDEN:	39,394	(8)	39,386	3.61	39,386	39,386
TOTAL COSTS	713,954	(66,447)	647,508	59.34	647,507	649,507
EXPECTED REVENUE			951,027	87.15	951,027	951,027
GROSS PROFIT			303,519	27.81	303,520	301,520

BILLING SUMMARY

			BILLED	COLLECTED
CONTRIBUTION MARGIN	342,905			
CONTRIBUTION MARGIN %	36.06%			
GROSS PROFIT	303,519	MSC	3360 643,241	643,241
GROSS PROFIT %	31.91%	MSC	3360A 282,036	282,036
		MSC	3360B 25,750	25,750
CURRENT MONTH GROSS PROFIT	303,519		951,027	951,027
PRIOR G/P RECOGNIZED	303,000			
CHANGE	519			

NORTHWEST MARINE IRON WORKS
JOB ANALYSIS

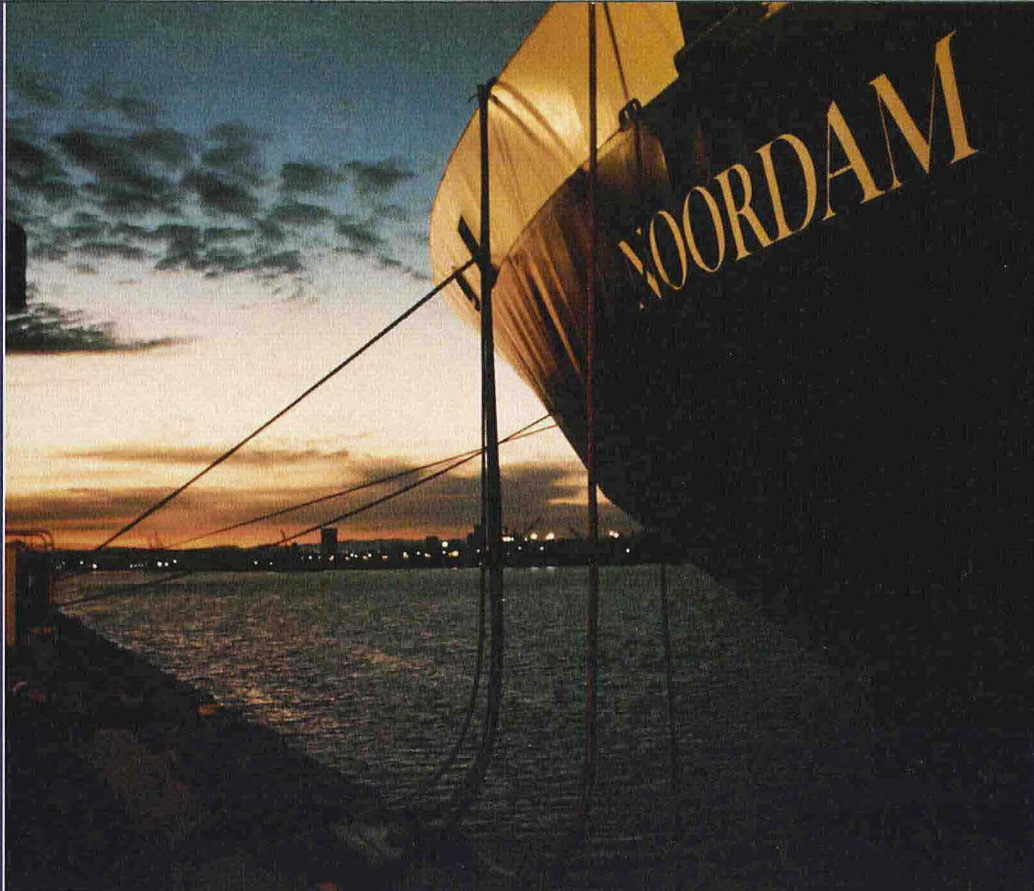
VESSEL: WCS: COAST RANGE
PREPARED: 21-Nov-88
JOB NO. 3391

	800 REPORT (PO COMMIT)	ADJ	PROJECTED	RATE	BEST	WORST
PAYROLL:						
PROD HOURS	8875.5	-1.0	8874.5		8874.5	8874.5
PREM HOURS	271.0	0.0	271.0		271.0	271.0
PAYROLL	115,227	(13)	115,214	12.98	115,214	115,214
PAYROLL BURDEN	65,945	1,498	67,443	7.60	67,443	67,443
DIRECT COSTS:						
MATERIALS	31,837	13,944	45,780	5.16	45,780	45,780
SUBCONTRACTORS	23,788	7,525	31,313	3.53	31,313	31,313
INVENTORY	9,863	0	9,863	1.11	9,863	9,863
MILEAGE	137	0	137	0.02	137	137
MISC	0	0	0	0.00	0	0
SALVAGE	0	0	0	0.00	0	0
OTHER	0	0	0	0.00	0	0
POP TARIFF	24,300	(2,774)	21,526	2.43	21,526	21,526
POP U & R	5.70% 14,000	5,825	19,825	2.23	19,825	19,825
OVERHEAD BURDEN:	32,041	5,664	37,705	4.25	37,705	37,705
TOTAL COSTS	317,137	31,669	348,806	39.30	348,806	348,806
EXPECTED REVENUE			389,166	43.85	389,166	389,166
GROSS PROFIT			40,360	4.55	40,360	40,360
G & A EXPENSE			25,825	2.91		
INTEREST			10,206	1.15		
			4,329	0.49		

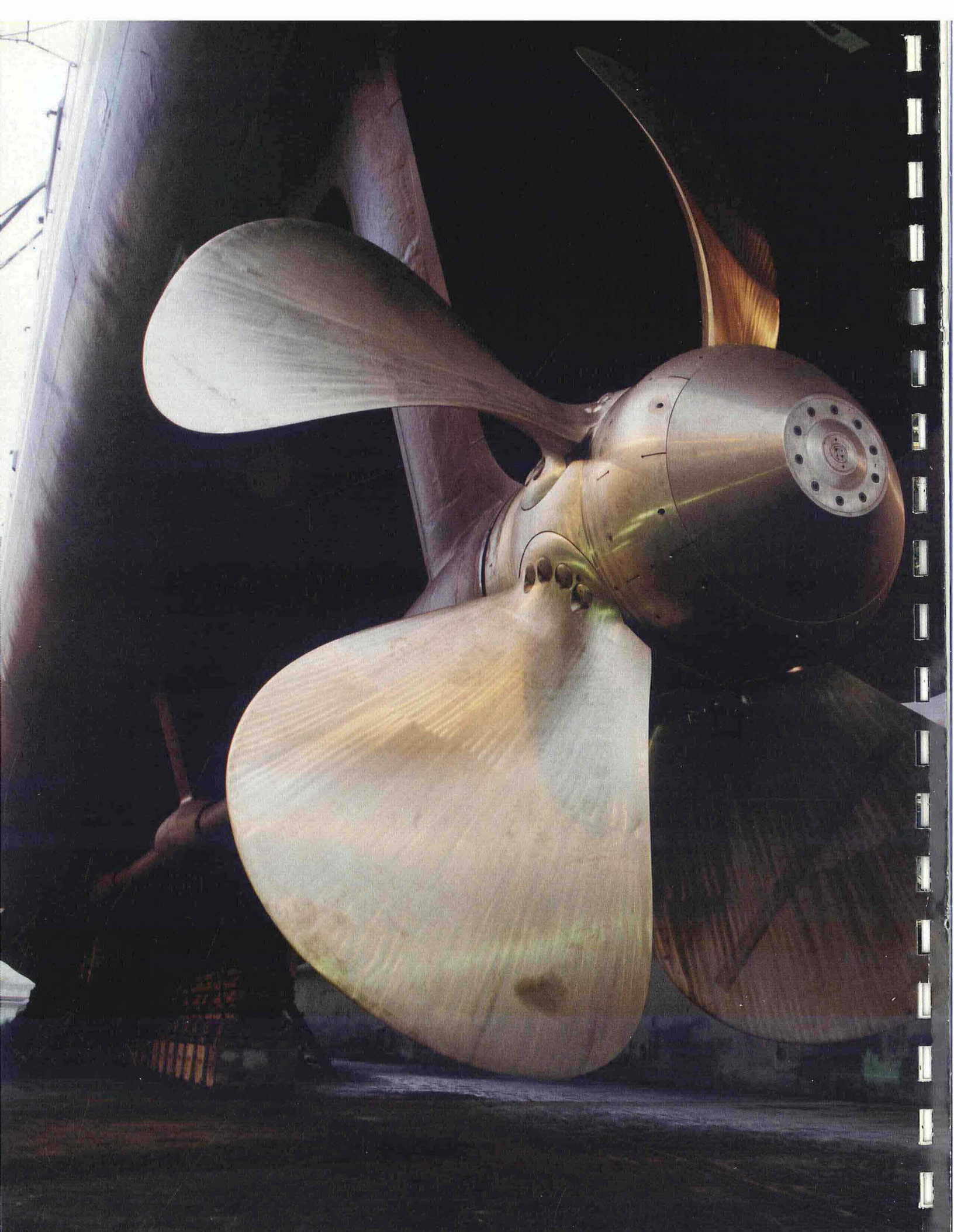
BILLING SUMMARY

CONTRIBUTION MARGIN	78,064			BILLED	COLLECTED
CONTRIBUTION MARGIN %	20.06%				
GROSS PROFIT	40,360	WEST COAST	3391	325,000	325,000
GROSS PROFIT %	10.37%		3391A	50,000	50,000
			3391B	14,166	14,166
CURRENT MONTH GROSS PROFIT	40,360				
PRIOR G/P RECOGNIZED	41,166			389,166	389,166
CHANGE	(806)			=====	=====

212-232-
0834



NORTHWEST MARINE IRON WORKS

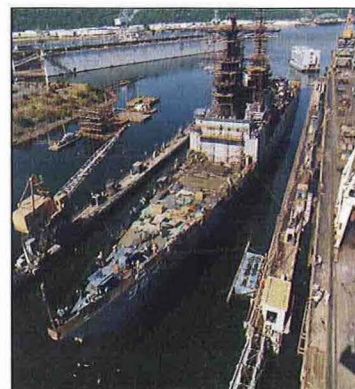




Jim McClure
Rigging Superintendent
*"At Northwest Marine we do the job
right, it's the only way to work."*

Northwest Marine. The Job We Do. Keeping the Marine Industry Working.

Northwest Marine Iron Works is dedicated to a single job: Keeping the marine industry working. As a *full-service* ship repair and construction company, we provide services from ship overhaul and repair to conversion, modernization and new construction. No job is too simple. Or too complex. Our comprehensive facilities and skilled work force allow us to service your vessel on time *and* within budget. And we've been providing this quality service for over 45 years.



The Customers We Serve. From All Ports and Businesses.

As the most flexible and capable shipyard on the Pacific Rim, Northwest Marine Iron Works provides quality service and repair on all types of ocean and inland waterway vessels.

Northwest Marine's customer list includes tankers of all sizes; U.S. Navy, Coast Guard, MSC and other government vessels; cruise ships, bulk container and RO/RO ships; barges, fishing and other specialty vessels.

Our reputation for quality work, performed on-time and within budget is known worldwide. Accordingly, customers seek us out from around the globe—East Coast and West, South America, Europe and Asia, and across the Pacific Rim.

In servicing such a diverse customer base, we pride ourselves on consistently meeting the unique demands of each job; whether it's the deadline demands of a cruise ship repair, the budget constraints of a government contract, or the dry-dock and oily waste disposal requirements of an oil tanker overhaul.

Knowledge and experience, innovation and versatility. Reasons why Northwest Marine Iron Works has become the leading choice of the world's maritime industry.



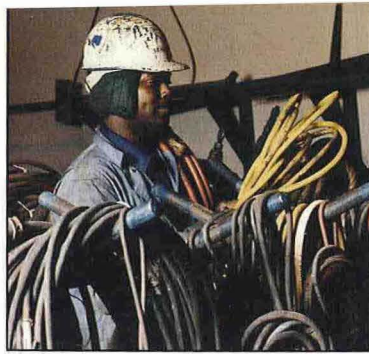


Bill Hall
Shipwright Foreman
*"Making them (the ships) like new
 is our goal."*





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NWMAR139955



**Little Stewart
Labor Foreman**
*"Our guys know that extra effort is
what brings customers back."*

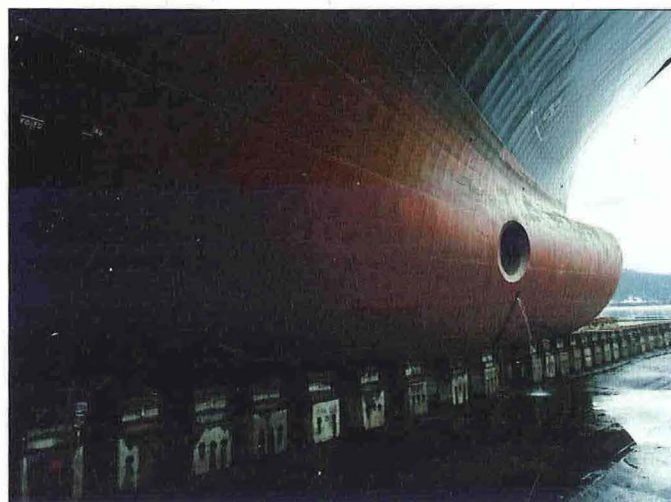
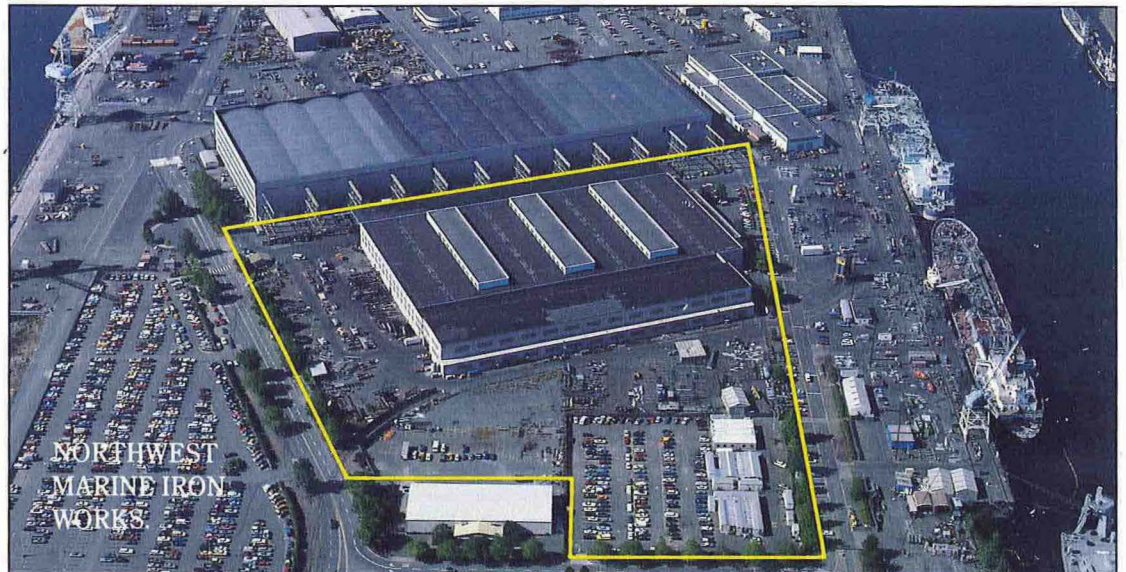
T

Northwest Marine. The Company We Are.
A Tradition of Outstanding Marine Maintenance.

he knowledge and skill required to service the marine industry is acquired only through experience. And at Northwest Marine Iron Works, that experience is built on more than four decades of developing technical skill and industrial savvy.



Northwest Marine employees also carry with them a special attitude, one that reflects their commitment to quality. Not only do they know their job and how to do it, they care about how it's done. It all adds up to service and quality unrivaled in the marine repair industry.



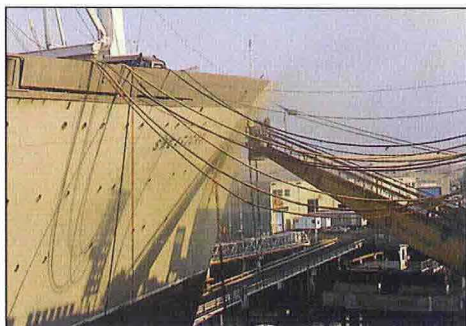
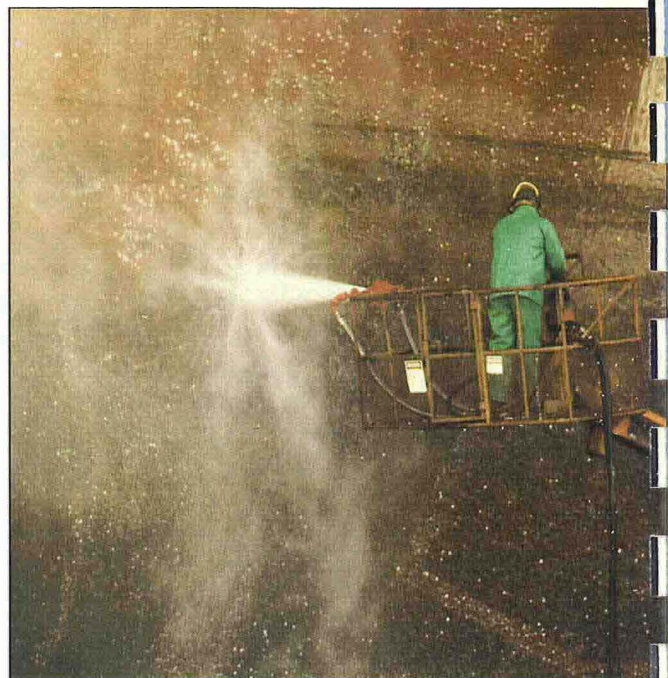
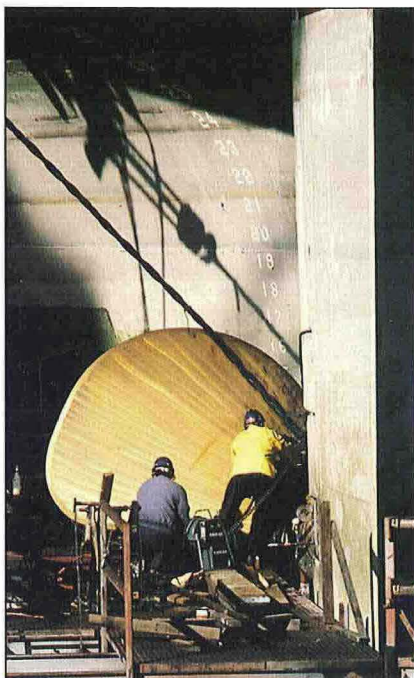
Talent Pool. Skilled Craftsmen Dedicated to Excellence.

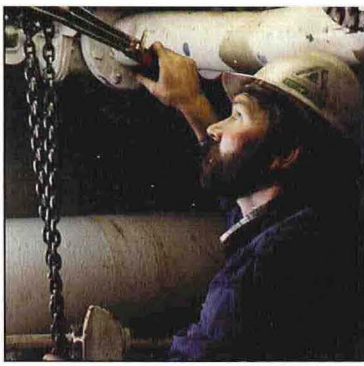
Northwest Marine Iron Works operates all the necessary shops for new building, modernization and repair. Together these shops provide Northwest Marine with a vast pool of experienced workers to draw on—available on-call to handle your job quickly and efficiently.

Our unique capability as a complete in-house ship repair and construction company is built on a solid foundation of skilled and experienced employees. Employees that are innovative, creative and hard working. Employees committed to excellence.

At Northwest Marine nearly 1,000 of these highly trained craftsmen meet every challenge with quality and integrity. We offer total in-house ship repair capability, including structural, mechanical, sheet metal, electrical, pipefitting, surface preparation and coatings.

More important, these diverse craftsmen are bonded together by teamwork. For it's only by working in concert, as a team, that the highest quality can be achieved.





Roy McKay
Pipefitter Superintendent
*"There isn't any aspect of ship
repair we can't do. It's that simple.
We do it all and we take pride in
doing it right."*

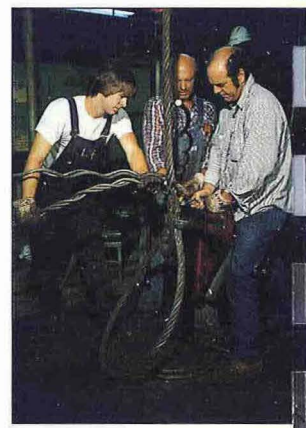


Iron-Clad Commitment to Quality and Service.

Simply put: Northwest Marine Iron Works is dedicated to quality and service. We guarantee our work meets the most exacting standards—yours. Each project undergoes strict cost controls to ensure consistency between the original job estimate and final cost. Which means we stay on budget.

We know the importance of completing the job on time, too. Our customers can't afford an extra day on drydock. That's why our survey teams and "tiger teams" work with the customer in advance to audit material and work force needs. That way we're already working on your project, usually long before the ship arrives in port.

Our employees also bring a special attitude to the job. Like pride in their work and a special feeling for the craftsmanship required for a quality job. But most important, they know ship work. They're experienced. They're problem solvers. And they're working for you.





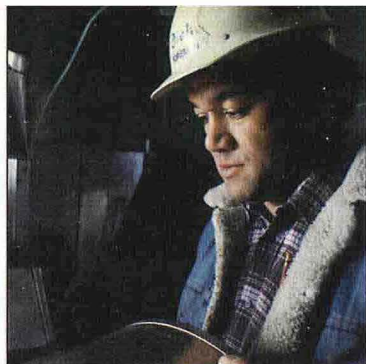
Dub Dickson
Machinist Foreman

"Mostly we try to think of the customer. It's our job to put in the time and effort required to make sure they're satisfied."





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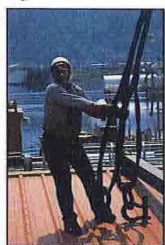
Dick Clark
Sheetmetal Worker

"We care about the job we do and we make sure our work reflects that care."

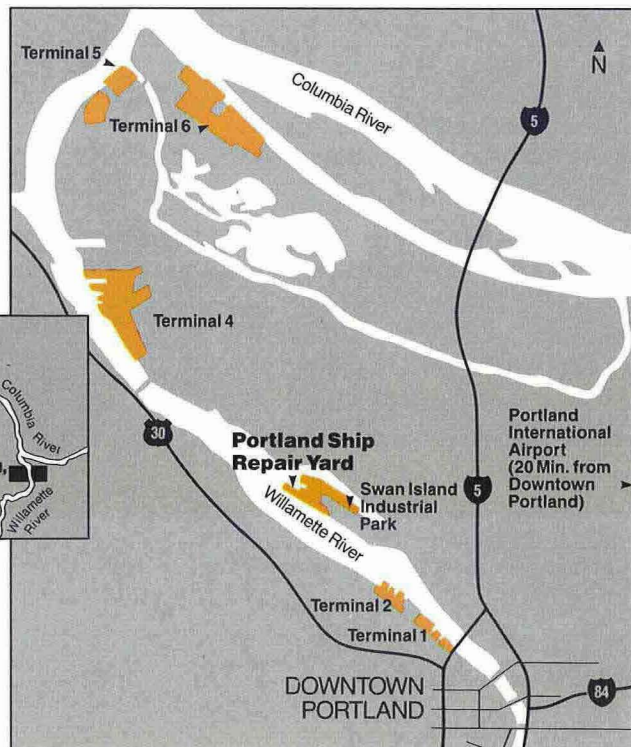
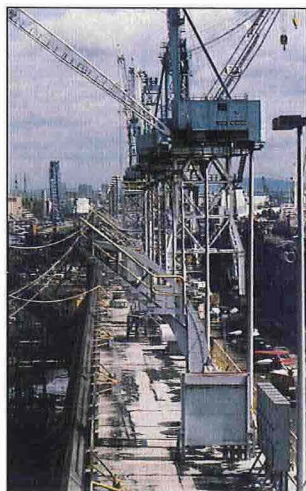
Northwest Marine. Where We Work. Portland's Special Environment.

Northwest Marine Iron Works is located in Portland, Oregon, on the Willamette River's Swan Island, an industrial area 90-miles steaming distance up the Columbia River from Astoria on the Pacific Coast.

Portland serves as the transportation hub of the Northwest, linking the Columbia River—the region's major waterway—transcontinental railways, interstate highways and international air service. The rivers and the accompanying intermodal transportation system have built Portland into an international seaport and major distribution center.



But there's more to Portland than industry. The "City of Roses" is a major Pacific Northwest city bustling with a dynamic downtown, cultural and sporting events and a progressive transportation network. Historic charm, neighborly people and unlimited outdoor recreation—Mt. Hood and the coast, a short drive away—also help make Portland the region's premier metropolitan area.



The Port Ship Repair Yard. Unsurpassed Facilities.

Northwest Marine Iron Works has a unique advantage that sets it apart from our competition—our own 14 acre site and 300,000 square foot facility within the Portland Ship Repair Yard—125 acres—includes berths, drydocks and cranes. *Northwest Marine Iron Works benefits from being the largest ship repair service situated in the PSRY.* It's our experience and available craftsmen combined with the PSRY facilities that gives Northwest Marine a competitive edge.

The Port of Portland facilities include:

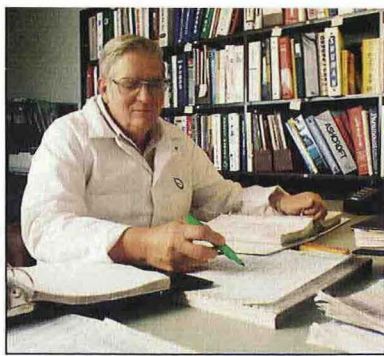
- **Drydocks.**

Drydock #4, the largest on the Pacific Rim—Lift capacity: 87,000 long tons (82,196 metric tons). Length overall: 982 feet (299.3 meters). Clear width: 185 feet (56.4 meters). Crane service: 4 cranes, combined lift capacity to 246 tons.

Drydock #1—Lift capacity: 15,000 long tons (15,238 metric tons). Length overall: 598 feet (182.3 meters). Clear width: 88 feet (26.8 meters). Crane service: 3 cranes, combined lift capacity to 100 tons.

Drydock #3—Lift capacity: 27,000 long tons (27,428 metric tons). Length overall: 661 feet (201.5 meters). Clear width: 114 feet (34.8 meters). Crane service: 3 cranes, combined lift capacity to 140 tons.





Don Sheridan
Ship Superintendent

"I solve problems every day that help to get ships back working. It seems that I've been doing this forever and each year I get better at it."

• Berths.

The Port offers 15 deep-water berths, for a total of 16,100 feet (3,079 meters) of berthing space.

• Cranes.

The Port has 16 cranes with capacities ranging from 22.4 to 124.4 tons.

• Support Facilities and Services.

- Compressed air.
- Electricity.
- Natural gas.
- Sewer disposal.
- Foreign garbage disposal.
- Steam.
- Water.

• Ballast Water Treatment.

The Port's ballast water treatment plant provides an excellent means to handle oily waste within local, state, federal and international maritime regulations. The system includes 8 connect stations, receiving lines, holding tanks, a heating plant, decant tanks, separators, processed waste storage, oil storage and water quality testing laboratory.

• Shipping Channel.

Maintained by the Army Corp of Engineers from Astoria to Portland, a 40-foot-deep shipping channel allows passage of the larger ships trading in the Pacific.

Northwest Marine features a highly skilled, trained work force, dedicated to performing ship repair work at the highest levels. Together, the PSRY and Northwest Marine offer the finest ship repair, modernization and construction service available anywhere in the world.





The Northwest Marine Commitment.

For over 45 years, Northwest Marine Iron Works has committed itself to ship repair, modernization and construction that exceeds the customer's most demanding standards. Standards which are no less demanding than our own.

Northwest Marine Iron Works.
Keeping the marine industry working.



Northwest Marine Iron Works
P.O.Box 3109, Portland, Oregon 97208
Portland Ship Repair Yard
5555 N. Channel Ave., Building 2, Portland, Oregon 97217
503/285-7557 1/800/547-4782 TWX: 910-464-6107 NORMARINE PTL

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DEPARTMENT OF THE NAVY
THE ASSISTANT SECRETARY OF THE NAVY
SHIPBUILDING AND LOGISTICS
WASHINGTON, D.C. 20340-2000

DEC 08 1988

MEMORANDUM FOR COMMANDER NAVAL SEA SYSTEMS COMMAND

SUBJ: FY 89 NEW THREAT OVERHAUL PUBLIC/PRIVATE COMPETITIONS

REF: (a) ASK(SAL) memo of 6 October 1988 re NTU program
(b) OP-04 memo ear 4337/SU586440 of 24 Oct 1988

The FY 89 POS Appropriations Act Conference Report contains the following language:

Due to funding shortfalls, the Navy was required to change scheduled NTU projects on the USS WORDEN (CG-18) and the USS KORN (CG-10) from FY-88. The conference agrees that the Navy should complete these two NTU overhauls at the originally scheduled yards. The remaining four NTU overhauls shall be competed between public and private yards.

Reference (a) requested Deputy Chief of Naval Operations (Logistics), (OP-04), to assess the impact of complying with the report language since it appeared to be at variance with the Navy's published FY 89 NTU plan. Reference (b) concluded the current FY 89 NTU plan complies with the congressional report language with the exception of HALSAY which is scheduled for overhaul at LANSY via participating in public private competition. Reference (b) reported the consequences of reassigning HALSAY to the public private competition category included a significant schedule delay in HALSAY overhaul completion, a missed cruiser deployment and severe disruption to LANSY workload.

I have discussed the impacts of complying with the above report language with various members of the Appropriations Committee, including the incoming and outgoing chairman of the Defense Subcommittee of the House Appropriations Committee, and they remain adamant in support of the public private competition program and their conference report language concerning the NTU program.

You are directed to include the HALSAY in the public private competition program in compliance with the FY 89 Appropriations Conference Report language. Please provide by 15 December 1988 your plan to accomplish this direction as close to the originally scheduled availability dates as possible.

CC: OP-03
OP-04

EVERETT PRATT

SD:d

8278 47E 202

23-450M

COM-LINE 700 2

12/13

2251/20/87

PORTLAND SHIP REPAIR YARD (PSRY)
TARGETED ENTERPRISE BUILDING

December 15, 1988
Hand Out

ALLIANCE

NASSCO

Newport News

Bath Iron Works

General Dynamics

Submarine Folks

Japanese Company

Korean Company

Foreign
EEC Company ①

Nakata Gumi

Tacoma Boat

Peterson Builders

AT & T

Current Customer

XYZ Company

Indus

OPPORTUNITY

MHC-52

① Drydock Construction

Submarine Demolition

New Threat Upgrade

Fish Processors

Grit Blast/Painting

Cablesip Basing/Repair <

PXM - *Hydro*

Swath TAGOS

Industrial Fabrication

Yacht Manufacturing

Other Possibilities

1052 Frigate Modernization

PORTLAND SHIP REPAIR YARD (PSRY)
TARGETED ENTERPRISE BUILDING

December 15, 1988

1. PURPOSE

To discuss the concept of "targeted enterprise building" which is "working together with projects, allies and assets with tailored and proportional rewards for success that meet the needs of the Contractor."

2. SITUATION

- o Declining, increasingly difficult industry.
- o Contractors in crisis and worsening.
- o Cumulative retreat in the marketplace.
- o Intramural vs. international competition.
- o No end in sight to "business as usual" and no observable change.

3. OBJECTIONABLE SCENARIOS

- o Closure or scaled down facilities.
- o Continued declining volume and employment.
- o Increased Port risk.
- o Continued decline in financial well-being.
- o Operation with undercapitalized contractors only.
- o Operation with one contractor only.

4. CONTRACTOR VIEWS ON 2-3?

5. TARGETED ENTERPRISE CONCEPT

- o Targeted projects.
- o Targeted allies.
- o Forward reward to the Contractor for success.
- o Proportional customized reward to meet Contractor needs.

6. IN DETAIL

- o Contractor acceptance of enterprise responsibility.
- o Contractor agreement to Port role.
- o Each enterprise exclusively customized.
- o Each enterprise rewarded according to Contractor need and proportioned to success.
- o Equity and balance in the distribution of rewards.
- o Not restricting pursuit of other opportunities except "business as usual" is not included.
- o Project and ally will have to be sold the pluses.
- o Expression of interest must be followed by commitment of resources.
- o Failing interest, program moves forward with others.

7. OPPORTUNITY

- o Projects or programs giving long term results or long term change.
- o Projects or programs building the base of business, employment, and adding stability.
- o Projects and programs that build financial well-being.
- o Other possibilities.

8. ALLIANCE

- o Companies that bring new capability, production efficiency, new markets, and new infrastructure to the shipyard.
- o Domestic, Far East or EEC.
- o Other possibilities.

9. CONTRACTOR VIEWS ON 5,6,7,8?



Port of Portland

Box 3529 Portland, Oregon 97208
503/231-5000
TWX: 910-464-5105

October 7, 1988

Mr. J. L. Adriaanse
Vice President
Holland America Line
300 Elliott Avenue, West
Seattle, WA 98119

Dear Mr. Adriaanse:

Thank you for your letter of August 9 (received on September 21, 1988). The Portland Ship Repair Yard (PSRY) is anxious to accept the challenge of your upcoming projects. Holland America's growth, the growth of the cruise industry, and our participation in your success is of great importance to us.

We appreciate and understand your attention to costing. Our intention is to ensure that costs equate with value received. We believe the contractors at PSRY can provide the best overall value for your repair dollar.

Guy Alvis, Manager of PSRY, works closely with the contractors at the yard, and will be happy to help you develop the best course of action. Guy will be calling you soon to arrange a meeting.

Thank you for your letter. I look forward to seeing dark blue hulls at PSRY often over the next 30 months.

Yours very truly,

Robert L. Woodell
Executive Director

Niche cc: Robert Ames, President, Port of Portland Commission
Guy Alvis, General Manager, PSRY
William H. Zavin II, President, Northwest Marine Iron Works
Loy Kahler, President, Cascade General Inc.
Douglas Watson, President, West State Inc.



Port of Portland offices located in Portland, Oregon, U.S.A., Boise, Idaho, Chicago, Illinois, New York, N.Y., Washington, D.C., Hong Kong, Manila, Seoul, Singapore, Sydney, Taipei, Tokyo, Henley-on-Thames, England

SI043129
NWMAR139970



Port of Portland

Box 3529 Portland, Oregon 97208
503/231-5000
TWX: 910-464-5105

September 30, 1987

Mr. J. L. Adriaanse, Vice President
Holland America Lines
300 Elliott Avenue W.
Seattle, WA 98119

PORTLAND SHIP REPAIR YARD (PSRY)
FLEET TARIFF DISCOUNT (REVISED) FOR
MV NOORDAM, MV NIEUW AMSTERDAM, SS ROTTERDAM

Thank you for sharing your time to discuss your concerns with the September 3, 1987, discount letter. We are pleased to offer the following revised fleet tariff discount for your commitment of three drydock and repair events for Holland America detailed by Northwest Marine Iron Works as follows:

<u>Ship</u>	<u>Date</u>	<u>Tariff</u>	<u>Use Fee</u>	<u>Discount</u>
MV NOORDAM	9/87	\$107,368	\$ 22,647	\$20,000
MV NIEUW AMSTERDAM	5/88	107,368	22,647	20,000
SS. ROTTERDAM	5/88	176,000	102,000	45,000
Total		\$390,736	\$147,294	\$85,000

The MV NIEUW AMSTERDAM and SS ROTTERDAM amounts are best estimates at this time and will need to be refined for application of the the discounts.

Tariff No. 37-B is the applicable tariff. If the fully calculated PSRY revenue is more or less than stated in this proposal, the amount of the discount will be adjusted accordingly as a prorated percentage of the combined fleet package. The combined fleet discount percentage is the same as you have received in the past.




Port of Portland offices located in Portland, Oregon, U.S.A., Boise, Idaho, Chicago, Illinois, New York, N.Y., Washington, D.C., Hong Kong, Manila, Seoul, Singapore, Sydney, Taipei, Tokyo, Henley-on-Thames, England

SI043131
NWMAR139971

J. L. Adriaanse
September 30, 1987
Page 2

We request your written acceptance of this discount proposal and commitment of work. We will begin to apply the discount when we receive your letter.

We look forward to serving your fleet in the coming year. If you have any question, please call me toll free at (800) 547-8411, Ext. 569.


David A. Cheramy, Marketing Manager
Portland Ship Repair Yard

cc: William H. Zavín, Northwest Marine Iron Works
Nick Calley, Northwest Marine Iron Works
Guy Alvis
Ray Eggersgluss
Jeff Twine
Judy Greer

Notes for POP meeting w/ Woodell

1. POP Scheduling Policy
 - Lurline blocked
 - Zeus - POP Liabli
 - for Liquidated Damages if assessed by MSC.
 - Lts Contractors schedule

Part Political Posture

2. NAVY Tariff - Gray bid at full 37B Tariff
POP fails to recognize \$0 revenue if we don't get the job. Need consistent and fair Navy Tariff with POP sharing in growth at high rate but only to extent that it is realized by POP

3. POP Space marketing - POP must not jeopardize facilities at PSRY in support of Ship Repair Contractors -

4. POP Parking - POP must take strong position on policing parking lots - Drugs, Alcohol, private property

(over)

POP Marketing - should be focused on more
what current Contractors needs
are vics going off alone.



Port of Portland

PSRY *MarketShare*

July 14, 1988

Loy Kahler, Cascade General
William Zavin, Northwest Marine Iron Works
Douglas Watson, West State Inc.

PSRY PRICING POLICY MEETING
JULY 20, 1988 AT 10:00 AM

There will be a 90 minute meeting beginning at 10:00 AM on Wednesday, July 20, 1988 to discuss the market view points and overall competitor evaluations that we have prepared.

The results of this meeting will form part of the study and recommendation on pricing that we will complete in the next 30 days.

Please plan to attend this meeting with appropriate representatives of your organization. Your input is important to the process.


David A. Cheramy, Marketing Manager
Portland Ship Repair Yard

/kw

cc: Bob Woodell (for info)
Guy Alvis
Rainer Steurze
Ray Eggersgluss



Port of Portland

Box 3529 Portland, Oregon 97208
503/231-5000
TWX: 910-464-5105

BZ _____ (Lent)
JC _____
GM _____

March 24, 1988

Bill Zavín	NMIW	Cliff Pritchard	WSI
Ivan Chandler	NMIW	Alan Jones	WSI
Gill Miller	NMIW	Guy Alvis	PSRY
Ernie Brawley	Cascade	Jeff Twine	PSRY
Ted Frith	Cascade	Rainer Stuerze	PSRY

PRICING WORKPLAN

1. GENERAL

- o BROAD BRUSH VERSUS FINITE ANALYSIS WORK
- o SHORTER VERSUS LONGER SCHEDULE - A longer time frame gives time for customer input and more detailed analysis, a shorter approach seems superior in terms of interim offshore competition and fleet discounting.
- o SCHEDULE SUGGESTIONS - With interims solutions a schedule from 4 - 6 months seems acceptable.
- o REVISED PSRY WORK SCHEDULE - PSRY has developed a schedule, that considers the concerns and suggestions.

RESEARCH	-	4 WEEKS
ANALYSIS	-	3 WEEKS
ALTERNATIVES	-	3 WEEKS
EVALUATION	-	2 WEEKS
IMPLEMENTATION	-	8 WEEKS

- o PARTICIPATION AND INTEREST WAINS - The importance of an appropriate pricing policy is often not recognized, thus interest vanishes.

2. RESEARCH

- o LARGE AMOUNT OF ELEMENTS TO THE PRICING STRUCTURE.
- o POSSIBLE QUICK FIXES.
- o SURPRISE CHARGES PROBLEM - Misc yard labor



Port of Portland offices located in Portland, Oregon, U.S.A., Boise, Idaho, Chicago, Illinois, New York, N.Y., Washington, D.C., Hong Kong, Manila, Seoul, Singapore, Sydney, Taipei, Tokyo, Henley-on-Thames, England

SI043142
NWMAR139976



Port of Portland

Box 3529 Portland, Oregon 97208
503/231-5000
TWX: 910-464-5105

March 24, 1988

Bill Zavín	NMIW	Cliff Pritchard	WSI
Ivan Chandler	NMIW	Alan Jones	WSI
Gill Miller	NMIW	Guy Alvis	PSRY
Ernie Brawley	Cascade	Jeff Twine	PSRY
Ted Frith	Cascade	Rainer Stuerze	PSRY

PRICING WORKPLAN

1. GENERAL

- o BROAD BRUSH VERSUS FINITE ANALYSIS WORK
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PSRY MISSION STATEMENT

To build the heavy marine industrial fabrication business at PSRY.

PSRY GOALS

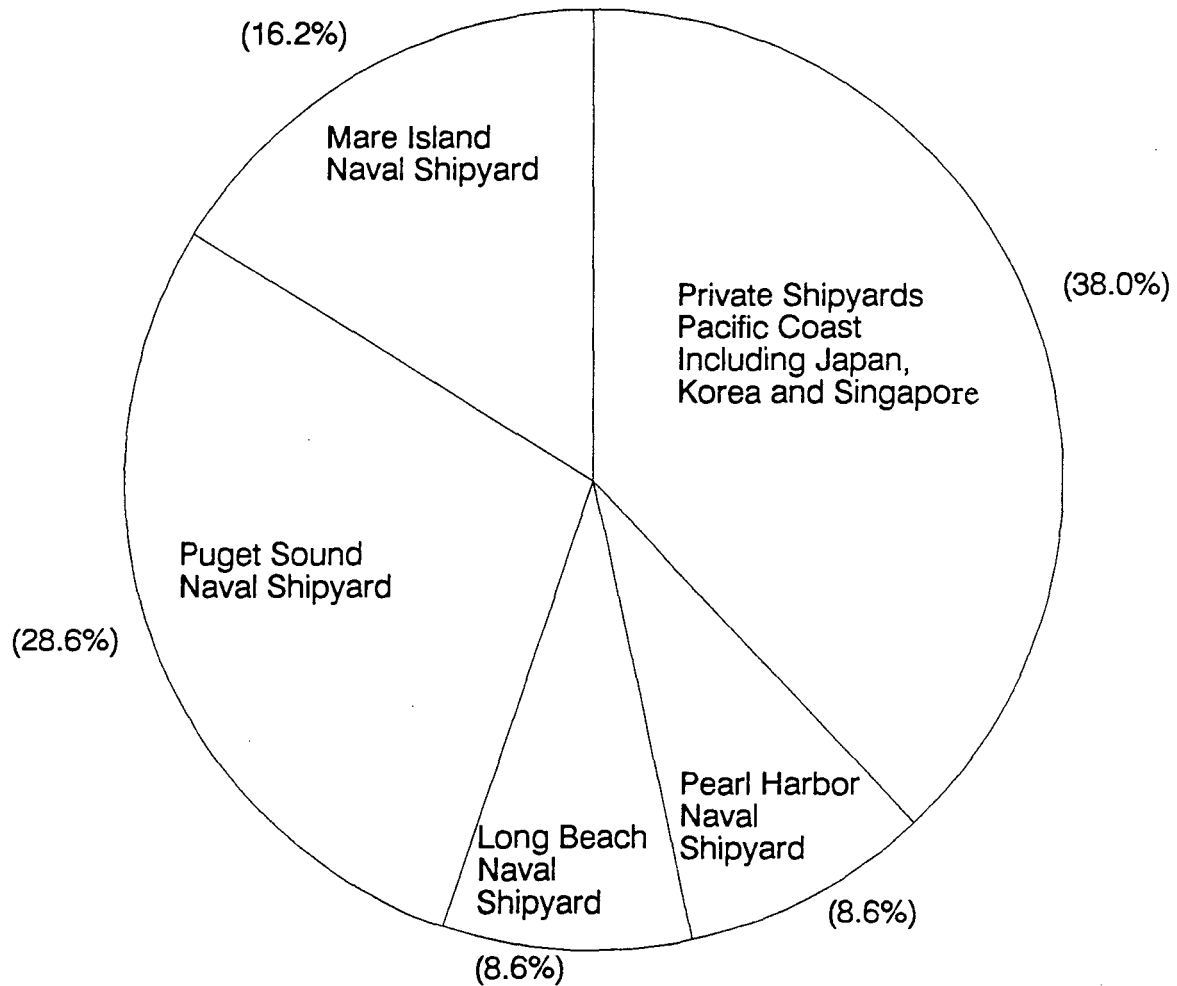
- **BREAKEVEN** - PSRY must develop sufficient revenues to survive and remain free from taxpayer reliance.
- **SERVE THE CUSTOMER** - PSRY must deliver the services the customer wants.
- **PURSUE AVAILABLE MARKETS** - PSRY must increase the business of ship repair and attract previously untapped markets.
- **UNDERSTAND OUR COMPETITION** - PSRY must exploit and improve the competitive advantages currently enjoyed.
- **BUILD STABLE EMPLOYMENT** - PSRY must deliver a trained, motivated, productive and safe work force.

PSRY GOALS

- **ACHIEVE OUR POLICY OBJECTIVES** - PSRY must have the understanding and support of policy makers.
- **RETAIN COMMUNITY SUPPORT** - PSRY must create the active support of administrators action in all levels of government to achieve the best outcomes for the community.
- **SUSTAIN A SUPERIOR FACILITY** - PSRY must continue to rehabilitate, maintain and improve the existing facility.
- **DEVELOP OUR ORGANIZATION** - PSRY must have the leadership, people, tools and training to do the job.
- **PROVIDE THE BEST VALUE** - PSRY must integrate each of its goals into an outstanding product.

WHO IS PSRY'S COMPETITION ?

By FY 87-88 share of \$3.67 billion market for all shipyards

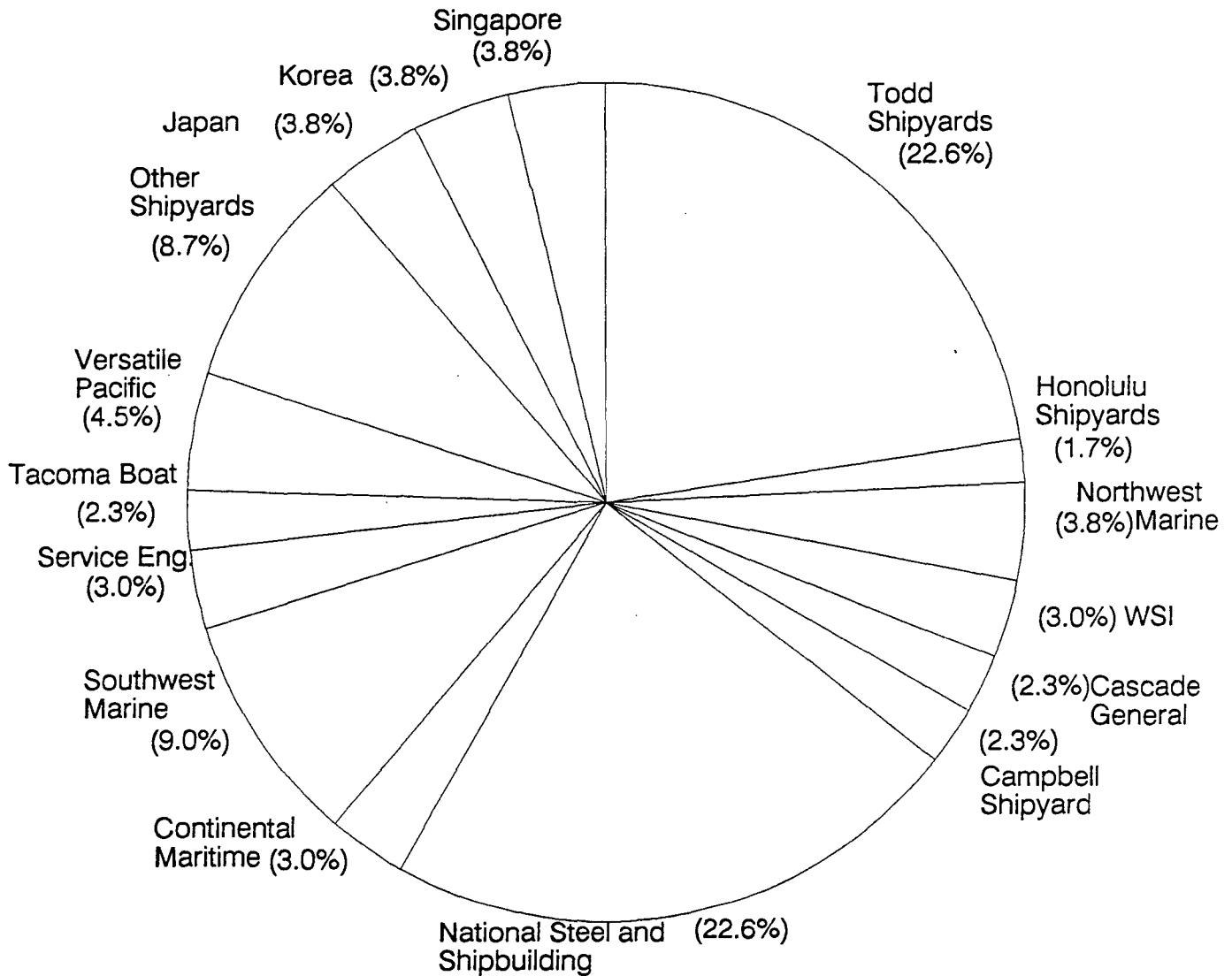


Sales in \$ Millions

Private Shipyards	\$1,500
Pearl Harbor Naval Shipyard	300
Long Beach Naval Shipyard	300
Puget Sound Naval Shipyard	1,000
Mare Island Naval Shipyard	570
Total Market	\$3,670

WHO IS PSRY'S COMPETITION ?

By FY 87-88 share of \$1.5 billion market for private shipyards



"Other Shipyards" by market share in %

Martinac	1.1	Foss Shipyard	0.5
Ak/Wa	1.1	Lake Union Drydock	0.5
Marco	1.0	Duwamish Shipyard	0.5
A&E Industries	0.8	Fishermen's Boat	0.5
Al Larson Boat Works	0.8	Pacific Drydock	0.4
Dakota Creek	0.8	Pacific Marine Repair	0.4
Marine Power and Equipment	0.8	Sundial	0.4
Nichols Brothers	0.8	Ketchikan Shipyard	0.2

PSRY'S PERFECT (WORST) COMPETITOR

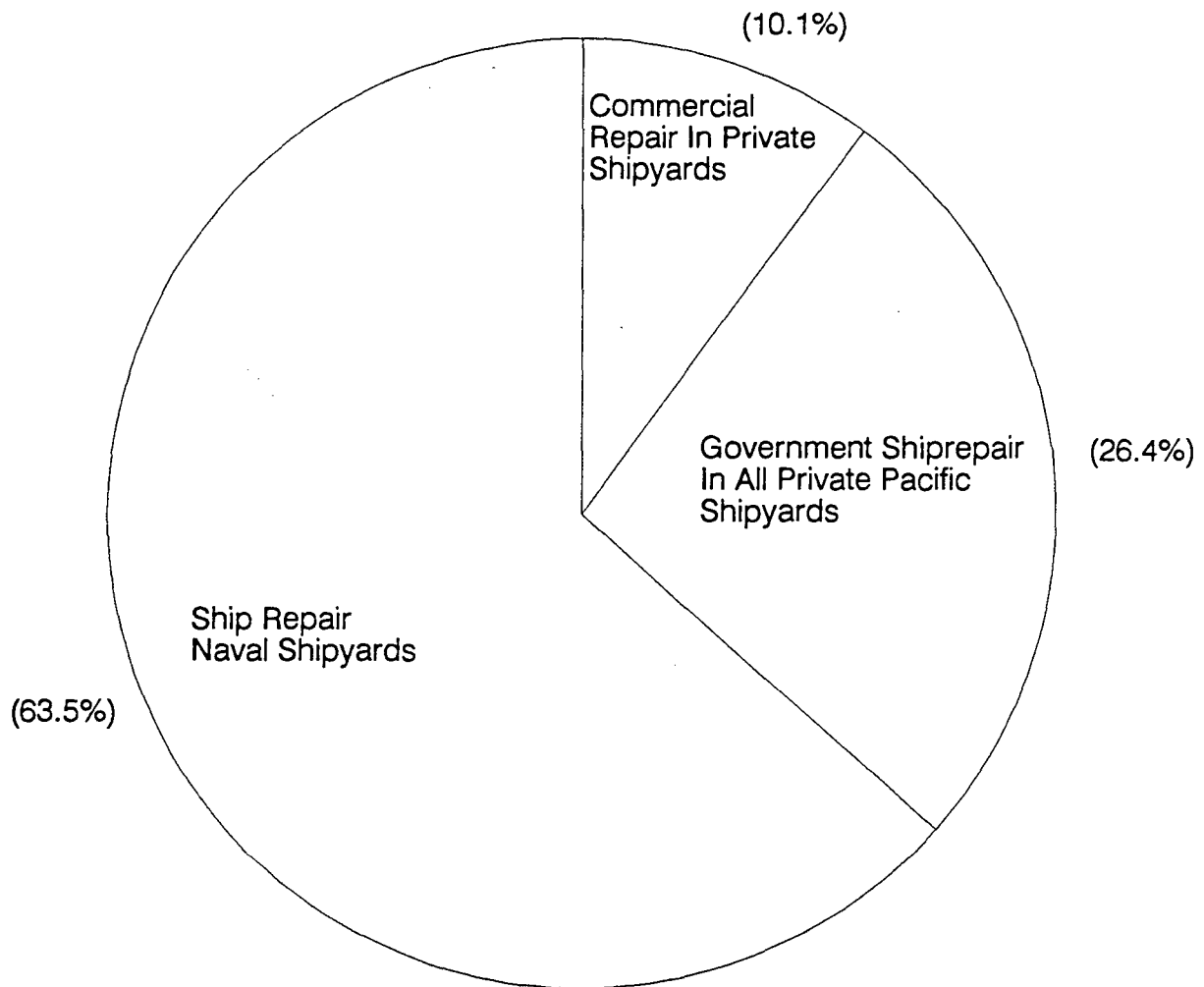
Trait	Maximum Score
Industry Survivor	52
Navy Contractor	48
Well Capitalized	44
Entrepreneurial	40
Multi-Market	36
Shipbuilder	32
Backlog of Work	28
Work with Labor	24
Brings Something New	20
Technically Capable	16
Politically Astute	12
Interest in Expansion	8
Large in the Industry	4
Total Maximum Score	364

PSRY'S COMPETITOR SCORES

Best Possible	364
Korean Shipyards (Generic)	289
National Steel and Shipbuilding	285
Japanese Shipyards (Generic)	273
Puget Sound Naval Shipyard	237
Mare Island Naval Shipyard	224
Singapore Shipyards (Generic)	221
Pearl Harbor Naval Shipyard	219
Long Beach Naval Shipyard	203
Todd Shipyards	199
Northwest Marine Iron Works	193
Tacoma Boatbuilding	185
Campbell Shipyard	178
Southwest Marine	163
Versatile Pacific Shipyards	163
WSI	136
Marine Power and Equipment	131
Marisco	127
Continental Maritime	119
Marco	117
Cascade General	115
Service Engineering	111
... and 9 others down to	23

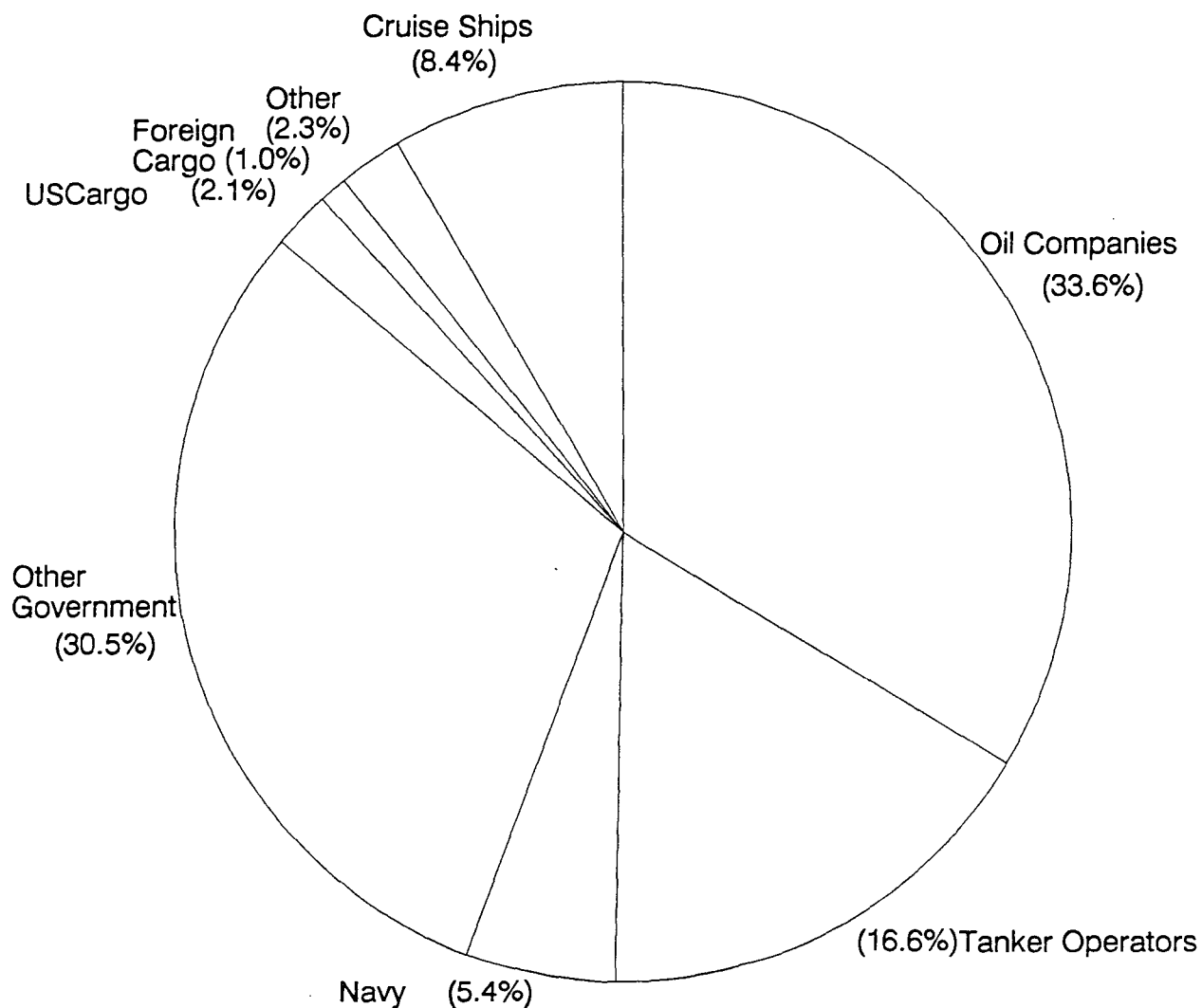
WHAT ARE PSRY'S COMPETITOR'S MARKETS ?

By CY 87 share of \$3.7 billion total market



WHO ARE PSRY'S END USERS?

By customer for FY 87-88 ship repair sales of \$12.8 million



Oil Companies	\$000's
ARCO	871
Exxon	1,172
Unocal	718
Chevron	86
Texaco	120
Sun	1,311
Mobil	40

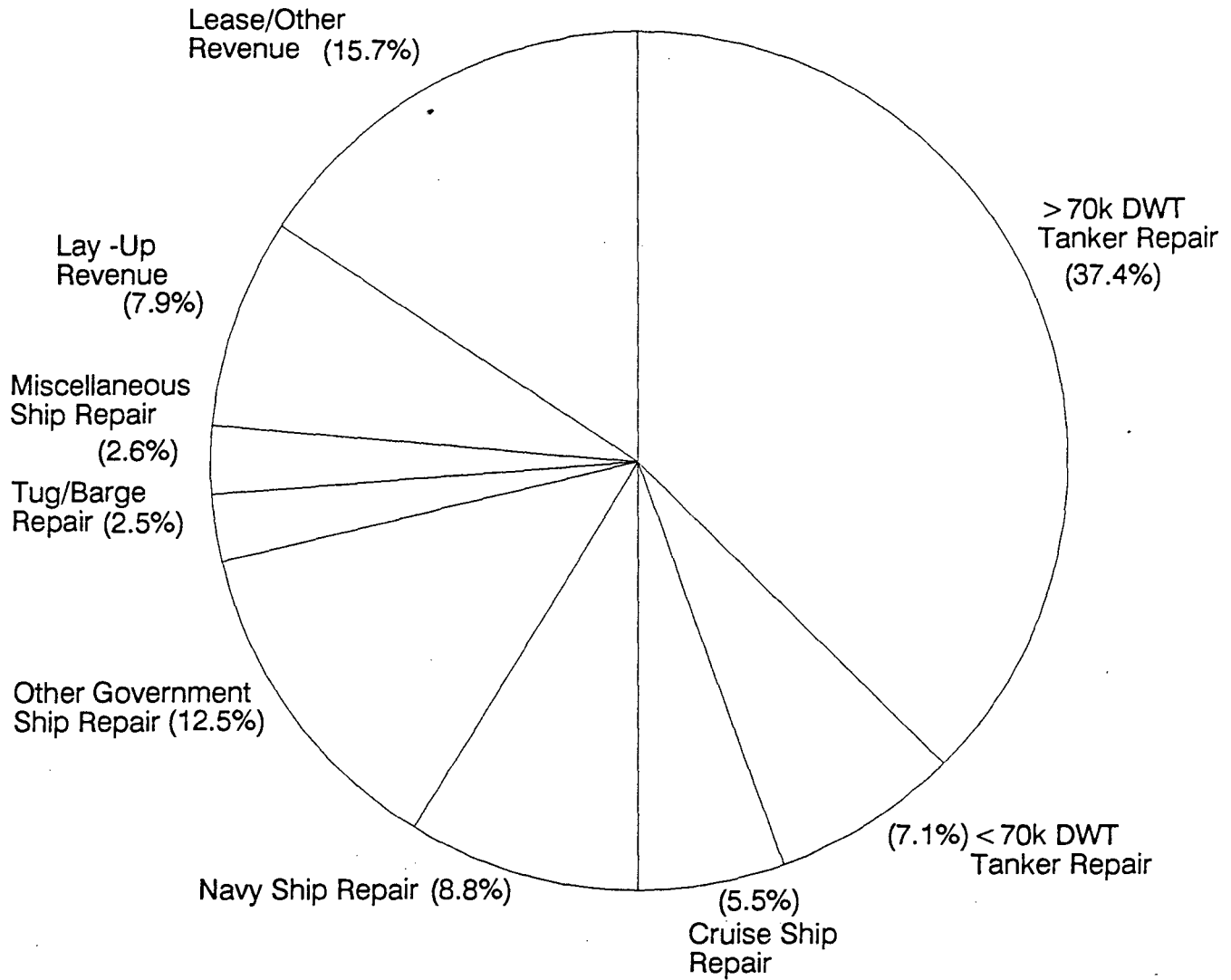
Tanker Operators	\$000's
Keystone	63
Maritime Overseas	13
Trinidad	262
Bay Tankers	960
American Trading	216
Interocean Management	493
Marine Transport	120

Other Government	\$000's
Military Sealift	2,010
Marad	1,729
Coast Guard	N/A
Corps of Engineers	170

Cruise Ship Owners	\$000's
Holland America	359
P & O Cruises	154
American Hawaii	158
Regency	402

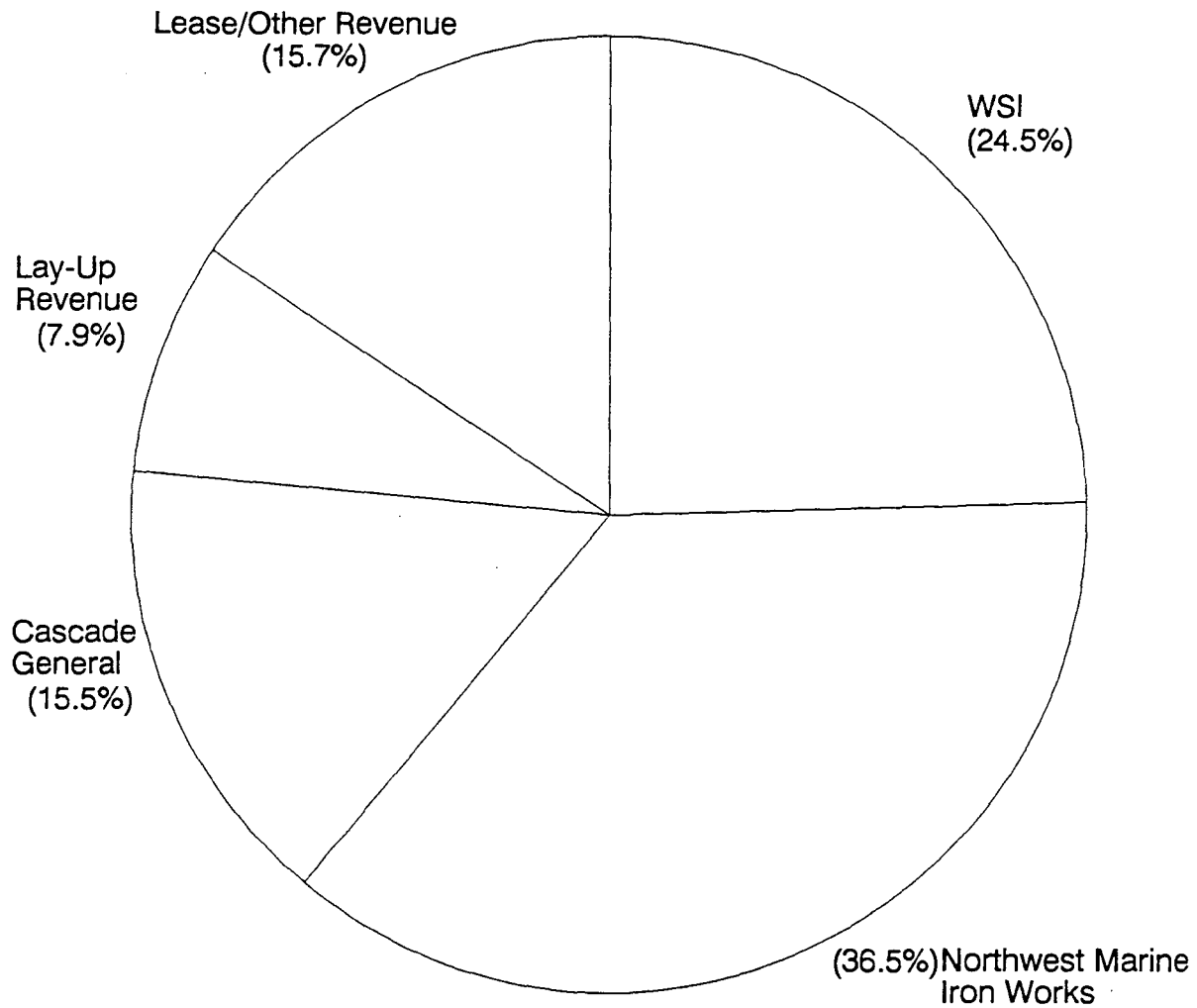
PSRY REVENUE BY MARKET SEGMENT

By CY 87 share of \$16 million total revenue



PSRY REVENUE BY CUSTOMER

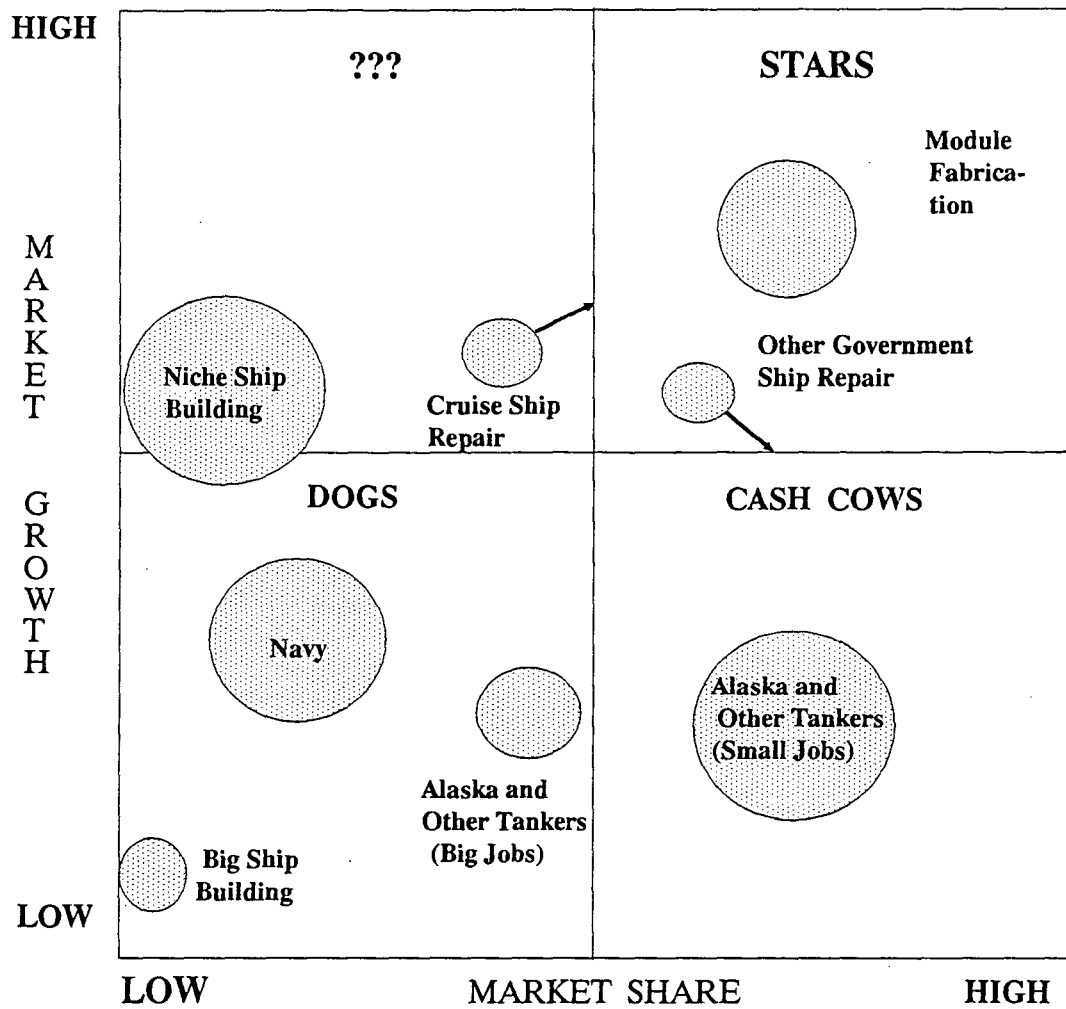
By CY 87 share of \$16 million total revenue



PROJECTED MARKET PERFORMANCE

PSRY View

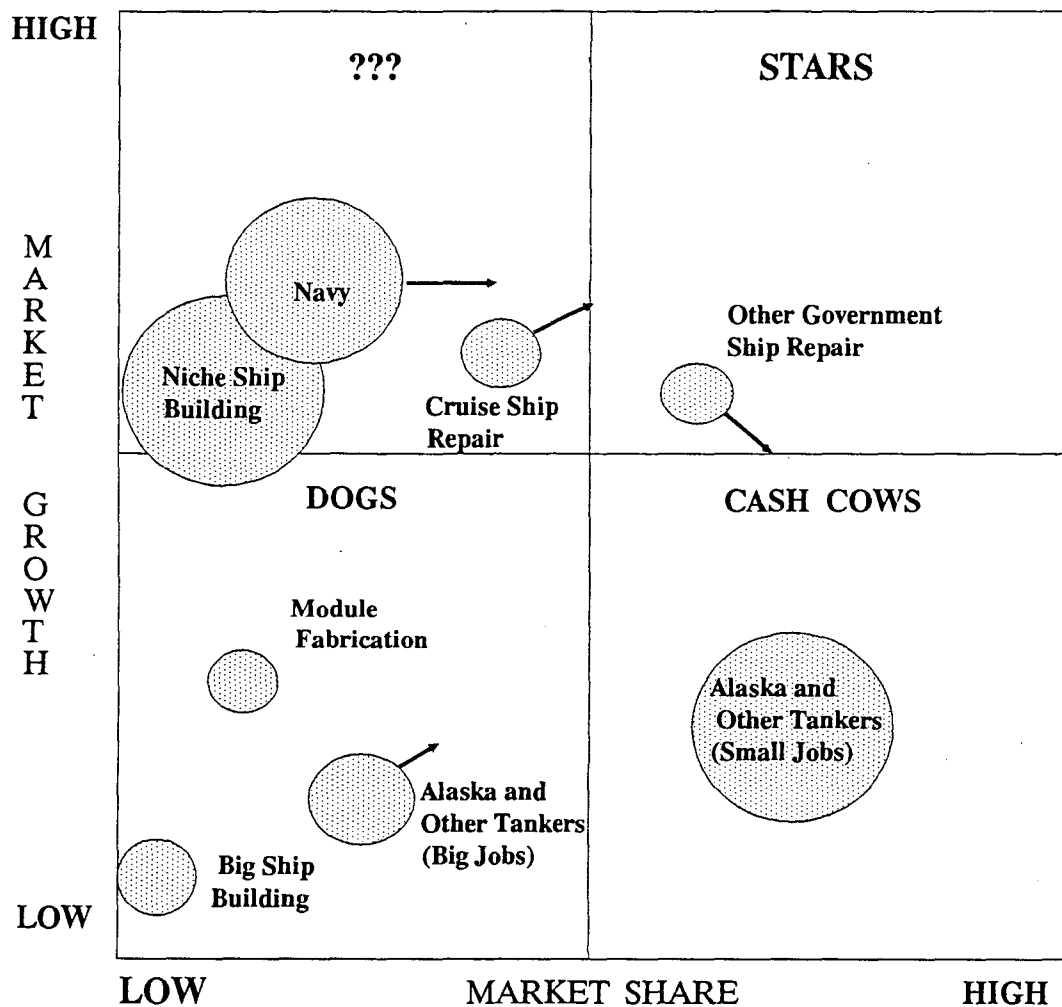
BCG Matrix by Market Segment



PROJECTED MARKET PERFORMANCE

Contractor View

BCG Matrix by Market Segment



August 9, 1988

Mr. Robert Woodell
Executive Director
Port of Portland
P.O. Box 3529
Portland, Oregon 97208

Dear Mr. Woodell:

Our company has completed its maintenance and upgrade schedule for work commencing from now through the end of our calendar year, 1990. We expect the volume of this maintenance work to approximate \$50 million.

The various repair packages we are planning are complex and rigorous undertakings. It is our intent to assign this work as soon as possible to assure an orderly flow of planning, scheduling, and supervision as well as long lead material ordering. As in all current day affairs of business, our anticipated cost to perform these significant upgrades is of paramount importance. I am writing you at this time to advise you of our view of a competitive pricing profile for the use of your facility by Northwest Marine Iron Works to accomplish this work.

We are prepared to commit to Tariff 37B as it is currently written with the proviso that the Use and Rehabilitation Fee be adjusted from 5.7% to the 1.4% rate assessed in previous years. We understand that in the event that we are unable to meet our \$50 million projection during the time frame discussed, the Use and Rehabilitation Fee would revert on a dollar per dollar basis back to 5.7% as outlined in your Tariff.

We believe that these rigorous projects could be performed in facilities other than yours. That would not, however, be our preference. We are prepared to have Northwest Marine Iron Works schedule firm bookings upon receipt of your signed acknowledgment of this tariff modification.

We look forward very much to a mutually exciting two and a half year period.

Yours very truly,

J. L. Adriaanse
Vice President

Acknowledged and Agreed To:

Date: _____

Robert Woodell, Executive Director
Port of Portland

cc: Mr. Bob Ames, President, Port Commission
Mr. William H. Zavin II, President, Northwest Marine Iron Works
Mr. Guy Alvis, Port Ship Repair Yard



NORTHWEST MARINE IRON WORKS

MAILING ADDRESS: P.O. BOX 3109
PORTLAND, OR 97208
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217
PHONE: (503) 285-7557
TWX: 910-464-6107 NORMARINE PTL

July 29, 1988

Ray Eggersgluss
Port of Portland

RE: POP invoice #74497
Additional labor charges on the Arco Texas

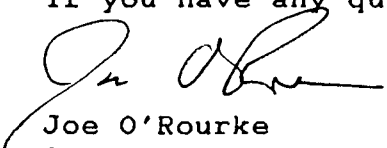
Dear Ray;

In several of our recent conversations with you, we have expressed our concern regarding late billings for charges incurred on quick turnaround commercial jobs. These type of jobs require timely and accurate cost information in order to effectively recover all costs incurred on a contract.

The Arco Texas departed on July 8, 1988, and was final billed on July 13, 1988. Port charges were included in that billing upon receipt of final invoices from your office on July 13. Under our contract with Arco, no additional billings can be made for additional costs incurred.

Due to our reliance upon your previous invoices as the final and complete charges incurred on the Arco Texas, and the fact that any additional charges for corrections to your invoices are not collectible by us, we have deleted the \$390 invoice from this weeks progress billing.

If you have any questions, please call.


Joe O'Rourke
Cost Accounting Manager

cc: Bill Zavin
Gil Miller
Jim Coleman
Ted Sharp

PORTLAND SHIP REPAIR YARDS
MARKETSIZE REPORT BY COMPETITOR
08/12/88

FOR THE PERIOD FROM 07/01/88 TO 08/25/89
COMPETITOR: LAX TODD SHIPYARDS
VALUE IN 100,000'S

PROJECTNAME	SEG	VALUE	START	END	MET	AREA	COM
MONTEREY	USNAVY	30.9	04/01/87	10/07/87	BID	WORLDWIDE	LAX
USS CROMMELIN (FFG-3	USNAVY	31.4	05/31/88	09/23/88	RFP-1	LONG BEACH	LAX
FFG-61 NEWBUILDING	SHIPBLD	241.8	01/01/87	01/01/89	BID	NATIONAL	LAX

VOLUME WHOLE MARKET: 5291.2
VALUE COMPETITOR: 304.2
MARKETSHARE IN %: 5.75

PORTLAND SHIP REPAIR YARDS
MARKETSIZE REPORT BY COMPETITOR
08/12/88

FOR THE PERIOD FROM 07/01/88 TO 08/25/89
COMPETITOR: LAX SOUTHWEST MARINE
VALUE IN 100,000'S

PROJECTNAME	SEG	VALUE	START	END	MET	AREA	COM
USS ANCHORAGE (LSD-3	USNAVY	100.5	04/04/88	12/02/88	RFP-1	WEST	LAX
USS KNOX (FF-1052)	USNAVY	81.0	08/29/88	02/17/89	BID	LONG BEACH	LAX
USS RACINE (LST-1191	USNAVY	84.7	01/01/89	12/01/89	BID	LONG BEACH	LAX

VOLUME WHOLE MARKET: 5291.2
VALUE COMPETITOR: 266.3
MARKETSHARE IN %: 5.03

PORTLAND SHIP REPAIR YARDS
MARKETSIZE REPORT BY COMPETITOR
08/12/88

FOR THE PERIOD FROM 07/01/88 TO 08/25/89
COMPETITOR: PDX NORTHWEST MARINE IRON WORKS
VALUE IN 100,000'S

PROJECTNAME	SEG	VALUE	START	END	MET	AREA	COM
ARCO TEXAS	TANKER	6.2	06/28/88	07/06/88	BID	WEST	PDX
USS PAUL FOSTER (DD-	USNAVY	8.4	06/01/87	07/10/88	BID	WEST	PDX
USNS ZEUS (T-ARC-7)	OTHRGVT	10.4	08/14/88	08/21/88	BID	WEST	PDX
SANSINENA	TANKER	6.0	08/15/88	08/23/88	BID	WEST	PDX
USNS KAWISHIWI (T-AO	OTHRGVT	35.4	06/12/88	08/25/88	RFP-1	WEST	PDX
WOERMANN MERCUR	FNCARGO	5.0	07/07/88	09/01/88	BID	WORLDWIDE	PDX
COAST RANGE	TANKER	10.0	09/06/88	09/18/88	BID	WEST	PDX
EXXON BENICIA	TANKER	40.0	08/09/88	09/20/88	BID	PACIFIC	PDX
CORNUCOPIA	USCARGO	7.0	09/07/88	09/21/88	BID	WEST	PDX
USNS ANDREW J HIGGEN	OTHRGVT	1.1	08/12/88	10/11/88	PROPOSAL	WEST	PDX
SIERRA MADRE	TANKER	15.0	09/20/88	10/14/88	BID	WEST	PDX
USS OKINAWA	USNAVY	137.1	06/10/88	02/10/89	BID	WEST	PDX
IX-502	USNAVY	0.0	07/13/88	02/10/89	BID	WEST	PDX
NIEUW AMSTERDAM	CRUISE	4.5	05/17/89	05/22/89	BID	PACIFIC	PDX

VOLUME WHOLE MARKET: 5291.2
VALUE COMPETITOR: 286.4
MARKETSHARE IN %: 5.41

PORTLAND SHIP REPAIR YARDS
MARKETSIZE REPORT BY COMPETITOR
08/12/88

FOR THE PERIOD FROM 07/01/88 TO 08/25/89
COMPETITOR: PUG TODD SHIPYARDS
VALUE IN 100,000'S

PROJECTNAME	SEG	VALUE	START	END	MET	AREA	COM
USS CAMDEN (AOE-2)	USNAVY	0.0	03/15/88	07/01/88	BID	PUGET	PUG
EXXON NEW ORLEANS	TANKER	2.0	07/02/88	07/05/88	NEGOTIATED	PUGET	PUG
EXXON NEW ORLEANS	TANKER	0.5	07/10/88	07/11/88	NEGOTIATED	WEST	PUG
USS SACRAMENTO (AOE-	USNAVY	50.8	06/01/88	10/10/88	BID	PUGET	PUG
WHEC CUTTERS (8)	OTHRGVT	412.2	01/01/86	04/01/92	BID	WEST	PUG

VOLUME WHOLE MARKET: 5291.2
VALUE COMPETITOR: 465.6
MARKETSHARE IN %: 8.80

PORTLAND SHIP REPAIR YARDS
MARKETSIZE REPORT BY COMPETITOR
08/12/88

FOR THE PERIOD FROM 07/01/88 TO 08/25/89
COMPETITOR: SDO CAMPBELL INDUSTRIES
VALUE IN 100,000'S

PROJECTNAME	SEG	VALUE	START	END	MET	AREA	COM
USS BUCHANAN (DDG-14	USNAVY	60.0	07/18/88	10/21/88	BID	SAN DIEGO	SDO

VOLUME WHOLE MARKET: 5291.2
VALUE COMPETITOR: 60.0
MARKETSHARE IN %: 1.13

PORTLAND SHIP REPAIR YARDS
MARKETSIZE REPORT BY COMPETITOR
08/12/88

FOR THE PERIOD FROM 07/01/88 TO 08/25/89
COMPETITOR: SDO CONTINENTAL MARITIME
VALUE IN 100,000'S

PROJECTNAME	SEG	VALUE	START	END	MET	AREA	COM
USS HOEL (DDG 13)	USNAVY	21.5	06/06/88	07/23/88	BID	SAN DIEGO	SDO
USS DULUTH (LPD-6)	USNAVY	9.1	06/13/88	08/05/88	BID	SAN DIEGO	SDO
USS RENTZ (FFG-46)	USNAVY	44.0	07/18/88	12/09/88	BID	SAN DIEGO	SDO

VOLUME WHOLE MARKET: 5291.2
VALUE COMPETITOR: 74.7
MARKETSHARE IN %: 1.41

PORTLAND SHIP REPAIR YARDS
MARKETSIZE REPORT BY COMPETITOR
08/12/88

FOR THE PERIOD FROM 07/01/88 TO 08/25/89
COMPETITOR: SDO NATIONAL STEEL AND SHIPBUILDING
VALUE IN 100,000'S

PROJECTNAME	SEG	VALUE	START	END	MET	AREA	COM
USS ELLIOT (DD-967)	USNAVY	57.7	09/15/87	09/15/88	RFP-2	WEST	SDO
USS BRISTO COUNTY (L	USNAVY	35.0	11/14/88	03/10/89	BID	SAN DIEGO	SDO
USS SCHENECTADY (LST	USNAVY	35.0	01/30/89	05/26/89	BID	SAN DIEGO	SDO
TAO-149 NEWBUILDING	SHIPBLD	574.8	01/01/88	01/01/91	BID	NATIONAL	SDO
AOE-6	SHIPBLD	1001.6	01/01/88	05/01/91	BID	NATIONAL	SDO

VOLUME WHOLE MARKET: 5291.2
VALUE COMPETITOR: 1704.2
MARKETSHARE IN %: 32.20

PORTLAND SHIP REPAIR YARDS
MARKETSIZE REPORT BY COMPETITOR
08/12/88

FOR THE PERIOD FROM 07/01/88 TO 08/25/89
COMPETITOR: SDO SOUTHWEST MARINE
VALUE IN 100,000'S

PROJECTNAME	SEG	VALUE	START	END	MET	AREA	COM
USS TRIPOLI (LPH-10)	USNAVY	4.8	04/18/88	07/15/88	BID	SAN DIEGO	SDO
USS DURHAM (LKA 114)	USNAVY	18.3	04/04/88	07/29/88	RFP-2	WEST	SDO
USS HOEL (DDG 13)	USNAVY	52.0	06/17/88	09/30/88	IFB	SAN DIEGO	SDO
USS BRONSTEIN (FF-10)	USNAVY	10.9	08/08/88	10/28/88	BID	SAN DIEGO	SDO
USS STEIN (FF 1065)	USNAVY	60.8	04/25/88	11/11/88	RFP-1	WEST	SDO
USS CLEVELAND (LPD-7)	USNAVY	15.0	01/09/89	04/07/89	BID	SAN DIEGO	SDO
USS GEORGE PHILIPP	USNAVY	107.5	07/11/88	05/12/89	RFP-2	WEST	SDO
USS FORT FISHER (LSD)	USNAVY	15.0	04/13/89	07/21/89	BID	SAN DIEGO	SDO
USS BRADLEY (FF-1041)	USNAVY	11.0	06/15/87	09/18/89	BID	SAN DIEGO	SDO
USS JARRET (FFG 33)	USNAVY	114.9	10/10/88	10/03/89	BID	WEST	SDO
USS O'BRIEN (DD-975)	USNAVY	211.6	10/20/88	10/20/89	RFP-2	WEST	SDO

VOLUME WHOLE MARKET: 5291.2
VALUE COMPETITOR: 622.2
MARKETSHARE IN %: 11.75

PORTLAND SHIP REPAIR YARDS
MARKETSIZE REPORT BY COMPETITOR
08/12/88

FOR THE PERIOD FROM 07/01/88 TO 08/25/89
COMPETITOR: SFO CONTINENTAL MARITIME
VALUE IN 100,000'S

PROJECTNAME	SEG	VALUE	START	END	MET	AREA	COM
USS LANG (FF-1060)	USNAVY	32.2	07/05/88	11/07/88	RFP-1	WEST	SFO
USS NEW ORLEANS (LPH	USNAVY	19.3	09/15/87	12/31/88	BID	BAY AREA	SFO

VOLUME WHOLE MARKET: 5291.2
VALUE COMPETITOR: 51.5
MARKETSHARE IN %: 0.97

PORTLAND SHIP REPAIR YARDS
MARKETSIZE REPORT BY COMPETITOR
08/12/88

FOR THE PERIOD FROM 07/01/88 TO 08/25/89
COMPETITOR: SFO SERVICE ENGINEERING
VALUE IN 100,000'S

PROJECTNAME	SEG	VALUE	START	END	MET	AREA	COM
MANULANI	USCARGO	0.0	06/08/88	07/06/88	OTHER	WEST	SFO
ASPEN	TANKER	1.0	07/05/88	07/07/88	OTHER	WEST	SFO
USS SHASTA (AE-33)	USNAVY	15.8	06/06/88	10/03/88	BID	BAY AREA	SFO
AE-29,-32,-34	USNAVY	20.8	01/01/88	01/01/89	BID	HOMEPORT	SFO

VOLUME WHOLE MARKET: 5291.2
VALUE COMPETITOR: 37.6
MARKETSHARE IN %: 0.71

PORTLAND SHIP REPAIR YARDS
MARKETSIZE REPORT BY COMPETITOR
08/12/88

FOR THE PERIOD FROM 07/01/88 TO 08/25/89
COMPETITOR: SFO SOUTHWEST MARINE
VALUE IN 100,000'S

PROJECTNAME	SEG	VALUE	START	END	MET	AREA	COM
USS WITCHITA (AOR-1)	USNAVY	18.4	05/16/88	09/12/88	BID	BAY AREA	SFO
USS GERMANTOWN (LSD-	USNAVY	12.1	06/13/88	09/16/88	BID	SAN DIEGO	SFO
USS KANSAS (AOR-3)	USNAVY	200.0	10/17/88	02/13/89	BID	BAY AREA	SFO

VOLUME WHOLE MARKET: 5291.2
VALUE COMPETITOR: 230.5
MARKETSHARE IN %: 4.35

U.S.S. REASONER

<u>ITEM</u>	<u>37B TARIFF</u>	<u>WITH NAVY TARIFF</u>
992-10-001 Temp Services (vessel)		
Electric Power	137,840	137,840
Steam	60,950	60,950
Crane	197,640	197,640
Berthage	67,014	67,014
Mech. Utilities	25,185	25,185
	-----	-----
	488,629	488,629
992-11-100 Temp Services (barge)		
Electric Power	67,390	67,390
Steam	60,950	60,950
Berthage (244)	26,718	8,103 (74 days)
Mech. Utilities	8,906	8,906
	-----	-----
	163,964	145,349
997-10-001 Drydocking and Undocking		
1 lift day	6,570	-
59 lay days @3504'	206,736	-
Special blocking	100,000	-
	-----	-----
	313,306	50,000
992-11-102 Ships Force Parking Facility		
Parking area	20,000	20,000
Est. 37B Tariff	----- \$985,899	-----
With Navy Tariff		\$703,978



Port of Portland

JOB WORKSHEET

By Northwest Marine Iron Wks Date 8/10/88

Ship/Project USS REASONER Type FF-1063

Owner/Manager US NAVY

Address Public/Private Competition

Principle Contact Pat Watthorn Telephone (202) 692-7714

Work Scope Regular Overhaul

Significant Tasks CIWS, Marker Belts, HALON/AFFF installation

LOA 438 Beam 47 Depth 25 Draft Days FM Now 152

Project Start: Early 9 Jan '89 Late — Days Fm Now —

Project End: Early 25 Aug '89 Late Total CAL Days 228

Drydock Days ~60 Berth Days 168 Services Required: (CA) (GO) CR (S) (W)

Local Contractors Bidding: CG (NMIW) WSI Other

OUTSIDE COMPETITION	Interport Diff.	Drydock Situation	Remarks
<u>SWM</u>	<u> </u>	<u> </u>	<u>Insatiable</u>
<u>NASSCO</u>	<u> </u>	<u> </u>	<u>"</u>
<u>CONTINENTAL</u>	<u> </u>	<u> </u>	<u>Hungry</u>
<u>SERVICE ENGINES</u>	<u> </u>	<u> </u>	<u>"</u>
<u>TEDD</u>	<u> </u>	<u> </u>	<u>"</u>

Bid Date 23 Aug Time 1400 Method RFP/FP Open/Closed

Bid Results Due Customs Fees \$

Total Job Value	\$ <u>12 M</u>	M/H	<u>225 K</u>	PSRY Total Value	\$ <u>1.72 K = 14.3%</u>
PSRY Tariff Value	\$ <u>1.1 M</u>	=	<u>11 %</u>	Total Job Growth (E)	\$ <u>2.5 M = 25 %</u>
PSRY Use Fee Value	\$ <u>621 K</u>	=	<u>5.1 %</u>	Total PSRY Growth (E)	\$ <u>0.0 = 0 %</u>

Suggested PSRY Discount Considerations: Utilize Navy Tariff as presented in USS O'Brien proposal

August 19, 1988

Mr. William H. Zavín, President
Northwest Marine Iron Works
5555 North Channel Avenue
Portland, Oregon 97217

DRAFT

PORTLAND SHIP REPAIR YARD (PSRY)
PRICING PROPOSAL FOR USS REASONER (FF 1063)

PSRY is pleased to offer the following pricing option for the USS REASONER project:

- o Tariff 37-B less \$285,000 rebate to be documented by credit memos on account; and
- o Zero percent Use and Rehabilitation Fees on base bid work; and
- o Twenty percent Use and Rehabilitation Fees on supplemental and/or emergent work; and
- o In no case will the total of the Port's Use and Rehabilitation Fees and Tariff 37-B charges be greater than that which Port would have received with standard rates.

The above arrangement is intended to provide the Navy with the best overall value and to favorably impact your ability to be competitive on the base bid by approximately \$1,000,000.

This option requires NMIW acceptance of the following method of payment:

- o Full payment of current Tariff 37-B charges weekly; less
- o *Leave in* Applied rebate of \$9500 weekly up to the maximum project rebate of \$285,000; plus
- o \$16,700 per week minimum payment over the first thirty weeks of the project on estimated Use and Rehabilitation Fees on supplemental and/or emergent work, said amount shall be paid from commencement of the project to final completion, *Leave in*

DRAFT

USS REASONER PRICING PROPOSAL

August 12, 1988

Page 2

DRAFT

regardless of the then current status of emergent and/or supplemental work items.

- o This weekly amount may be increased at each major project meeting with the Navy (at 25%, 50%, and 75% completion) based on the then current estimated value of the project, including supplemental and/or emergent work.
- o Any shortfall ^{on Excess} in the Use and Rehabilitation amounts paid and the actual amounts due to Port will be adjusted at the end of the project.

It is understood that the drydocking of the REASONER will occur during the period from January 1989 through April 1989 and that it is not the intent of the Port or NMIW to disrupt full-tariff commercial work on any drydock.

If this letter is signed and returned to my attention by the close of business August 22, 1988, PSRY will honor this offer until September 30, 1988. The Port retains sole authority to interpret and administer this offer.

Guy J Alvis, General Manager
Portland Ship Repair Yard

Accepted this day, August 22, 1988:

DRAFT

William H. Zavín, President
Northwest Marine Iron Works

U.S.S. REASONER

<u>ITEM</u>	<u>37B TARIFF</u>	<u>WITH NAVY TARIFF</u>
992-10-001 Temp Services (vessel)		
Electric Power	137,840	137,840
Steam	60,950	60,950
Crane	197,640	197,640
Berthage	67,014	67,014
Mech. Utilities	25,185	25,185
	-----	-----
	488,629	488,629
992-11-100 Temp Services (barge)		
Electric Power	67,390	67,390
Steam	60,950	60,950
Berthage (244)	26,718	8,103 (74 days)
Mech. Utilities	8,906	8,906
	-----	-----
	163,964	145,349
997-10-001 Drydocking and Undocking		
1 lift day	6,570	-
59 lay days @3504'	206,736	-
Special blocking	100,000	-
	-----	-----
	313,306	50,000
992-11-102 Ships Force Parking Facility		
Parking area	20,000	20,000
Est. 37B Tariff	-----	-----
	\$985,899	
With Navy Tariff		\$703,978

August 19, 1988

Mr. William H. Zavin, President
Northwest Marine Iron Works
5555 North Channel Avenue
Portland, Oregon 97217

PORTLAND SHIP REPAIR YARD (PSRY)
PRICING PROPOSAL FOR USS REASONER (FF 1063)

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- * Tariff 37-B less \$285,000 rebate to be documented by credit memos on account; and
- * Zero percent Use and Rehabilitation Fees on base bid work; and
- * Twenty percent Use and Rehabilitation Fees on supplemental and/or emergent work; and
- * In no case will the total of the Port's Use and Rehabilitation Fees and Tariff 37-B charges be greater than that which Port would have received with standard rates.

The above arrangement is intended to provide the Navy with the best overall value and to favorably impact your ability to be competitive on the base bid by approximately \$1,000,000.

This option requires NMIW acceptance of the following method of payment:

- * Full payment of current Tariff 37-B charges weekly; less
- * Applied rebate of \$9,500 weekly up to the maximum project rebate of \$285,000; plus
- * \$16,700 per week minimum payment over the first thirty weeks of the project on estimated Use and Rehabilitation Fees on supplemental and/or emergent work, said amount shall be paid from commencement of the project to final completion, regardless of the then current status of emergent and/or supplemental work items.

USS REASONER PRICING PROPOSAL

August 12, 1988

Page 2

- * This weekly amount may be increased at each major project meeting with the Navy (at 25%, 50%, and 75% completion) based on the then current estimated value of the project, including supplemental and/or emergent work.
- * Any shortfall or excess in the Use and Rehabilitation amounts paid and the actual amounts due to Port will be adjusted at the end of the project.

It is understood that the drydocking of the REASONER will occur during the period from January 1989 through April 1989 and that it is not the intent of the Port or NMIW to disrupt full-tariff commercial work on any drydock.

If this letter is signed and returned to my attention by the close of business August 22, 1988, PSRY will honor this offer until September 30, 1988. The Port retains sole authority to interpret and administer this offer.

Guy J. Alvis, General Manager
Portland Ship Repair Yard

Accepted this day, August 22, 1988:

William H. Zavin, President
Northwest Marine Iron Works



NORTHWEST MARINE IRON WORKS

MAILING ADDRESS: P.O. BOX 3109
PORTLAND, OR 97208
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217
PHONE: (503) 285-7557
TWX: 910-464-6107 NORMARINE PTL

August 24, 1988

MEMO TO: Guy Alvis
FROM: Bill Zavin
SUBJECT: Port Tariff

Confirming our discussion of this morning, Northwest Marine Iron Works supports the concept of Tariff 37B. Its origins lie in your need to maximize revenue on seasonal work and classes of vessels for which the new side of the shipyard was constructed. To charge less for essentially captive work would be against the best interest of the Port.

In reviewing, however, the needs of a full service contractor to maintain its business base year round, we need to go beyond the seasonal, cyclical tanker and cruise ship markets. As we move into these other markets, which are primarily federal government business opportunities, we are competing in a hotly contested price sensitive West Coast market. The competition we face are those who own their own facilities and have access to markets much larger and more restricted than we enjoy in Portland. As a result, we need to be able to negotiate the traditional Navy type tariff with the Port in order to effectively compete for longer term projects of a less seasonal nature.

The approach to delineating market segments appropriately can either be done by customer class, duration of project or number of hours anticipated to be expended in the work. In these areas, we believe we can find the appropriate middle ground to justify to each other the continuing utilization of the Navy tariff without disrupting laudable objectives behind Tariff 37B for its restricted markets.

Financial statement in form as attached or current for combined and individual operations fiscal years ended June 30, 1987 and 1988 (i.e., old yard, new yard, non-shipyard, etc.)

For fiscal year ended June 30, 1988

Drydock days available by month
Drydock days used by month

Berth days available by month
Berth days used by month

Breakdown of revenues by type of business

Oil Tankers
Cruise
Other Commercial
Navy
Military Sealift
Ready Reserve Layup
Facilities Rent
Tanker Layup



Port of Portland

Box 3529 Portland, Oregon 97208
503/231-5000
TWX: 910-464-5105

ROUTE TO: COLEMAN

COPIES TO: MILLER

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August 17, 1988

Bill Zavin
Northwest Marine Iron Works
P.O. Box 3109
Portland, OR 97208

SUBJECT: PSRY ENVIRONMENTAL CONCERNS

Dear Bill:

Since the overspray incident last March, the Port has attempted to relay a message of concern to all PSRY contractors. Although there has been noticeable improvement, we continue to hear allegations of violations of water and air quality regulations. In July, a report (enclosed) was submitted to all contractors dealing with the Port's investigation into the overspray incident and subsequent environmental concerns. The Port asked the contractors for plans on how they would address these concerns. I have not received your reply.

Because of the potential for state and federal intervention, the Port hired a consultant to advise staff. It is the opinion of our consultant that PSRY will be the subject of investigation and intervention by officials from the state or federal environmental authorities if the past practices continue. The constraints that could be imposed would significantly increase our operational costs and reduce the competitive edge enjoyed by PSRY contractors.

From the consultant's report, there are two major areas of concern:

- 1) Sandblast grit, paint overspray, and hazardous chemicals or waste must not be allowed to enter the river.
- 2) Fugitive dust emissions and paint overspray must not leave the perimeter of the ship repair yard or impact adjacent property owners.



Port of Portland offices located in Portland, Oregon, U.S.A., Boise, Idaho, Chicago, Illinois, New York, N.Y., Washington, D.C., Hong Kong, Manila, Seoul, Singapore, Sydney, Taipei, Tokyo, Henley-on-Thames, England

SI043208
NWMAR140013

PSRY ENVIRONMENTAL CONCERNS

August 17, 1988

Page 2

I am considering actions available to the Port to assure compliance. Your plans, views, and concerns would be of great assistance. Could we meet to discuss this in greater depth? Your written plans or comments need to be submitted prior to September 2, 1988.

I hope to see you soon.



Guy J. Alvis
PSRY General Manager

Enclosure

cc: Fletcher Hunt



Port of Portland

Box 3529 Portland, Oregon 97208
503/231-5000
TWX: 910-464-5105

October 12, 1988

SIPCO
7702 FM 1960 E. Ste. #100
Humble TX 77346

PORTLAND SHIP REPAIR YARD LEASE; RIGHTS OF USE; NOTICE OF TERMINATION

This is to provide notice to SIPCO that, 30 days after the date of this letter, its lease agreement for office space within the Portland Ship Repair Yard is terminated. The Port anticipates that possession will be released to the Port at the expiration of the 30-day notice.

SIPCO has also requested that the Port lease certain warehouse/yard space in the approximate amount of 2,500 square feet. The Port has elected not to lease such space to SIPCO.

In addition, it has come to the attention of the Port that SIPCO is operating in the shipyard without having a contract with a general contractor authorized to operate in the yard, or a permit directly with the Port. Therefore, notice is hereby given that such operation by SIPCO is unauthorized and, as of 5:00 P.M. (PDT) on October 12, 1988, any officers, employees, or other representatives of SIPCO attempting to perform work within the yard perimeter will be considered to be trespassers in the yard. The Port will allow SIPCO to operate if SIPCO is able within such time to show evidence that it has a subcontract agreement with a general contractor authorized to operate in the Yard, or a permit or operating agreement from the Port. The Port is unaware of any such permit or operating agreement.

Although the Port is willing to allow SIPCO to complete existing work, provided SIPCO provides evidence of a subcontract agreement or permit, the Port does not anticipate granting further operating rights unless SIPCO is able to convince the Port of a changed management plan, adequate insurance, and ability to respond to third party claims.

Guy Alvis
General Manager
Portland Ship Repair Yard

cc: Northwest Marine Iron Works
Cascade General
West State Inc.



Port of Portland offices located in Portland, Oregon, U.S.A., Boise, Idaho, Chicago, Illinois, New York, N.Y., Washington, D.C., Hong Kong, Manila, Seoul, Singapore, Sydney, Taipei, Tokyo, Henley-on-Thames, England

SI043212
NWMAR140015



Port of Portland

Box 3529 Portland, Oregon 97208
503/231-5000
TWX: 910-464-5105

October 11, 1988

Bill Zavín
Northwest Marine Iron Works
5555 N. Channel Ave.
Portland OR 97217

SIPCO - PSRY NOTICE OF TERMINATION

This is to notify you that the Port has terminated the operating rights of SIPCO to operate within PSRY unless SIPCO can provide evidence of a subcontract agreement with a prime contractor authorized to conduct business in the shipyard. Termination notice will be as of 5:00 P.M. (PDT) on October 12, 1988.

SIPCO has alleged that it is subcontracting current work with your firm. However, you have indicated that SIPCO does not have a subcontract with your firm. Please advise of your relationship to SIPCO relating to pending work at the yard.

Attached is the notice sent to SIPCO terminating their right to operate at PSRY.

Guy Alvis
General Manager
Portland Ship Repair Yard

/kw

cc: Lynn Mills, Northwest Marine



Port of Portland offices located in Portland, Oregon, U.S.A., Boise, Idaho, Chicago, Illinois, New York, N.Y., Washington, D.C., Hong Kong, Manila, Seoul, Singapore, Sydney, Taipei, Tokyo, Henley-on-Thames, England

SI043213
NWMAR140016

PORTLAND SHIP REPAIR YARDS
SUMMARY REPORT OF AWARDED PROJECTS
11/14/88

PROJECTS AWARDED SINCE 11/01/88

PROJECT NAME	SEGMENT	VALUE	START	END	DAYS	COMPETITOR
USNS BOLD (T-AGOS 12)	OTHRGVT	92.95	01/01/88	09/01/89	0	PUG TACOMA BOATBU
USNS AUDACIOUS (AGOS-1)	OTHRGVT	92.25	01/01/88	02/01/90	0	PUG TACOMA BOATBU
KEYSTONE CANYON	TANKER	32.01	06/21/88	06/28/88	0	PDX WEST STATE IN
OMI COLUMBIA	TANKER	12.00	06/16/88	07/01/88	0	PDX WEST STATE IN
ADMIRALITY BAY	TANKER	3.83	12/01/87	12/08/87	0	PDX WEST STATE IN
SANSINENA II	TANKER	2.60	02/01/88	02/07/88	0	PDX NORTHWEST MAR
BARGE CERES	TGBGFSH	1.00	05/15/88	05/22/88	0	PDX NORTHWEST MAR
ESSAYONS	OTHRGVT	10.73	12/15/87	02/01/88	0	PDX WEST STATE IN
CONSTITUTION	CRUISE	21.50	05/15/88	05/27/88	0	PDX CASCADE GENER
USS MAUNA KEA (AE-22)	USNAVY	4.00	11/15/88	01/16/89	0	SFO SERVICE ENGIN
USS REASONER (FF-1063)	USNAVY	50.01			0	SDO NATIONAL STEE
DOCK EXPRESS FRANCE	FNCARGO	15.01	10/15/88	11/23/88	0	PDX CASCADE GENER
NOBLE STAR	FNCARGO	15.01	11/21/88	12/24/88	0	PDX CASCADE GENER
ESSAYONS	OTHRGVT	10.01	11/07/88	12/06/88	0	PDX CASCADE GENER
BARGE CERES	TGBGFSH	0.20	11/03/88	11/09/88	0	PDX NORTHWEST MAR
USS GARY (FFG-51)	USNAVY	1.68	11/01/88	11/15/88	0	LAX AL LARSON BOA
EXXON SAN FRANCISCO	TANKER	45.01	06/06/88	07/20/88	0	SIN SINGAPORE
EXXON HOUSTON	TANKER	50.01	05/20/88	06/25/88	0	KOR KOREA
OVERSEAS BOSTON	TANKER	55.01	04/22/88	06/01/88	0	KOR KOREA
USS HORNE (CG 30)	USNAVY	0.00	10/28/88		0	LAX LONG BEACH NA
MOBIL ARCTIC	TANKER	50.01	07/20/88	08/31/88	0	SIN SINGAPORE
DE STEIGUER	TGBGFSH	2.01	11/28/88	12/18/88	0	PDX CASCADE GENER
SILAS BENT	OTHRGVT	0.51	11/04/88	11/09/88	0	PDX WEST STATE IN
NORTHERN LIGHT	OTHRGVT	5.01	11/10/88	12/10/88	0	PDX WEST STATE IN
COMET	OTHRGVT	5.01	11/10/88	12/25/88	0	PDX WEST STATE IN
CAPE ISABEL	OTHRGVT	5.01	12/10/88	01/10/89	0	PDX WEST STATE IN

PORTLAND SHIP REPAIR YARDS
MARKETSIZE REPORT BY COMPETITOR
11/14/88

FOR THE PERIOD FROM 11/01/87 TO 11/01/88
COMPETITOR: LAX LONG BEACH NAVAL SHIPYARD
VALUE IN 100,000'S

PROJECTNAME	SEG	VALUE	START	END	MET	AREA	COM
USS TARAWA (LHA 1)	USNAVY	360.2	05/16/87	05/27/88	OTHER	RESTRICTED	LAX
USS BELLEAUWOOD (LHA	USNAVY	37.5	01/08/88	05/31/88	BID	LONG BEACH	LAX
USS OGDEN (LPD 5)	USNAVY	20.0	05/16/88	06/16/88	OTHER	RESTRICTED	LAX
USS LEAHY (CG 16)	USNAVY	413.3	07/15/87	08/26/88	OTHER	RESTRICTED	LAX
USS ENGLAND (CG-22)	USNAVY	25.0	08/27/88	10/06/88	OTHER	RESTRICTED	LAX
USS PIGEON (ASR 21)	USNAVY	168.1	10/01/87	12/31/88	OTHER	RESTRICTED	LAX
USS LOCKWOOD (FF-106	USNAVY	13.2	09/17/88	12/31/88	BID	RESTRICTED	LAX
USS DAVID R. RAY (DD	USNAVY	97.7	05/26/88	03/31/89	OTHER	RESTRICTED	LAX
USS PELELIU (LHA 5)	USNAVY	9.7	10/08/88	07/01/89	OTHER	RESTRICTED	LAX
USS JOUETT (CG-29)	USNAVY	180.0	05/07/88	10/01/89	OTHER	RESTRICTED	LAX

VOLUME WHOLE MARKET: 10809.5
VALUE COMPETITOR: 1325.1
MARKETSHARE IN %: 12.25

PORTLAND SHIP REPAIR YARDS
MARKETSIZE REPORT BY COMPETITOR
11/14/88

FOR THE PERIOD FROM 11/01/87 TO 11/01/88
COMPETITOR: LAX SOUTHWEST MARINE
VALUE IN 100,000'S

PROJECTNAME	SEG	VALUE	START	END	MET	AREA	COM
USS WADSWORTH (FFG-9)	USNAVY	5.2	08/03/87	11/13/87	RFP-1	LONG BEACH	LAX
USS MOBILE (LKA-115)	USNAVY	19.7	06/01/87	12/31/87	IFB	LONG BEACH	LAX
SEA-LAND MARKETER	USCARGO	0.0	12/30/87	01/06/88	BID	WEST	LAX
USS OGDEN (LPD 5)	USNAVY	75.7	10/22/87	02/04/88	BID	LONG BEACH	LAX
USS WABASH (AOR-5)	USNAVY	60.0	06/01/87	03/01/88	IFB	LONG BEACH	LAX
REUNION	TANKER	6.0	04/19/88	04/21/88	BID	WEST	LAX
USS CAYUGA (LST 1186)	USNAVY	84.8	01/04/88	04/27/88	BID	LONG BEACH	LAX
HANG JUN 4009	TGBGFSH	40.0	04/25/88	05/26/88	BID	PACIFIC	LAX
F.J.SUPER FRAN BRADA	TGBGFSH	1.0	08/08/88	08/15/88	BID	LONG BEACH	LAX
USS ANCHORAGE (LSD-3)	USNAVY	137.7	04/04/88	12/02/88	RFP-1	WEST	LAX
USS KNOX (FF-1052)	USNAVY	30.1	08/29/88	02/17/89	BID	LONG BEACH	LAX
USS RACINE (LST-1191)	USNAVY	6.4	09/06/88	12/01/89	BID	LONG BEACH	LAX

VOLUME WHOLE MARKET: 10809.5
VALUE COMPETITOR: 466.9
MARKETSHARE IN %: 4.31

PORTLAND SHIP REPAIR YARDS
MARKETSIZE REPORT BY COMPETITOR
11/14/88

FOR THE PERIOD FROM 11/01/87 TO 11/01/88
COMPETITOR: PUG TODD SHIPYARDS
VALUE IN 100,000'S

PROJECTNAME	SEG	VALUE	START	END	MET	AREA	COM
FOSS 256	TGBGFSH	3.0	12/09/87	01/09/88	BID	PUGET	PUG
GREAT LAND	USCARGO	18.0	12/26/87	01/09/88	BID	WEST	PUG
TILLIKUM	OTHRGV	0.0	01/05/88	01/10/88	BID	PUGET	PUG
ZB 195	TGBGFSH	0.0		01/10/88	BID	PUGET	PUG
FOSS 343	TGBGFSH	3.5	12/16/87	01/16/88	BID	PUGET	PUG
EXXON PHILADELPHIA	TANKER	3.5	01/16/88	01/18/88	BID	WEST	PUG
KOREAN WONIS-SUN	USCARGO	31.0	01/03/88	01/27/88	BID	PACIFIC	PUG
MAERSK TACOMA	USCARGO	0.0	01/26/88	01/28/88	BID	PUGET	PUG
COHO	USCARGO	4.0	01/18/88	02/10/88	BID	PUGET	PUG
OLYMPIC	OTHRGV	0.0	01/29/88	02/11/88	BID	PUGET	PUG
KALEETAN	OTHRGV	10.0	01/26/88	02/15/88	BID	PUGET	PUG
EXXON PHILADELPHIA	TANKER	7.5	02/12/88	02/18/88	BID	WEST	PUG
PRESIDENT CLEVELAND	USCARGO	20.0	01/26/88	02/22/88	BID	WEST	PUG
PRESIDENT ADAMS	USCARGO	0.0	02/16/88	02/25/88	BID	WEST	PUG
PRESIDENT TAYLOR	USCARGO	10.0	02/29/88	03/09/88	BID	WEST	PUG
PT&S 36	TGBGFSH	1.5	03/01/88	03/15/88	BID	PUGET	PUG
KLICKITAT	OTHRGV	10.0	03/11/88	03/29/88	BID	PUGET	PUG
FOSS 286-2	TGBGFSH	0.5	04/13/88	04/19/88	BID	PUGET	PUG
BARGE 18	TGBGFSH	0.7	04/15/88	04/22/88	BID	PUGET	PUG
PRESIDENT JEFFERSON	USCARGO	7.5	04/10/88	04/25/88	BID	WEST	PUG
TESERO ENGERINZER	TGBGFSH	0.5	05/01/88	05/05/88	BID	PUGET	PUG
EXXON JAMESTOWN	TANKER	1.0	05/05/88	05/06/88	BID	WEST	PUG
EXXON PHILADELPHIA	TANKER	3.5	05/11/88	05/14/88	BID	WEST	PUG
MATSUKAZE	TANKER	5.0	05/01/88	05/15/88	BID	WEST	PUG
TARPON	TGBGFSH	0.0	05/17/88	05/30/88	BID	PUGET	PUG
PHOENIX 120	TGBGFSH	1.0	05/18/88	06/01/88	BID	PUGET	PUG
SEALTH	OTHRGV	4.5	06/08/88	06/25/88	BID	PUGET	PUG
BARGE 45-3	TGBGFSH	1.0	06/16/88	06/27/88	BID	PUGET	PUG
USS CAMDEN (AOE-2)	USNAVY	60.0	03/15/88	07/01/88	BID	PUGET	PUG
EXXON NEW ORLEANS	TANKER	2.0	07/02/88	07/05/88	NEGOTIATED	PUGET	PUG
EXXON NEW ORLEANS	TANKER	0.5	07/10/88	07/11/88	NEGOTIATED	WEST	PUG
CORDOBA	TGBGFSH	1.2	08/08/88	08/20/88	BID	PUGET	PUG
FOSS 286-3	TGBGFSH	1.2	08/12/88	08/24/88	BID	PUGET	PUG
FOSS 256	TGBGFSH	1.0	08/12/88	08/25/88	BID	PUGET	PUG
DERIC BALKARE	TGBGFSH	0.4	09/06/88	09/09/88	BID	PUGET	PUG
ISSAQUA	OTHRGV	3.0	08/29/88	09/09/88	BID	PUGET	PUG
NORTHERN GLACIER	TGBGFSH	1.1	08/24/88	09/10/88	BID	PUGET	PUG
ELWHA	OTHRGV	1.5	09/14/88	09/17/88	BID	PUGET	PUG
ISLAND PRINCESS	CRUISE	7.5	09/17/88	09/28/88	BID	WEST	PUG
USS SACRAMENTO (AOE-	USNAVY	66.0	06/01/88	10/10/88	BID	PUGET	PUG
FAIRSEA	CRUISE	7.5	09/28/88	10/10/88	BID	WEST	PUG
USS NIMITZ (CVN-68)	USNAVY	6.8	09/15/88	11/15/88	BID	PUGET	PUG
USCGC POLAR STAR	OTHRGV	3.5	10/17/88	11/28/88	BID	COLUMBIA	PUG
WHEC CUTTERS (8)	OTHRGV	359.2	01/01/86	04/01/92	BID	WEST	PUG

VOLUME WHOLE MARKET: 10809.5
VALUE COMPETITOR: 670.0

PORTLAND SHIP REPAIR YARDS
MARKETSIZE REPORT BY COMPETITOR
11/14/88

FOR THE PERIOD FROM 11/01/87 TO 11/01/88
COMPETITOR: SDO CONTINENTAL MARITIME
VALUE IN 100,000'S

PROJECTNAME	SEG	VALUE	START	END	MET	AREA	COM
USS HALSEY (CG-23)	USNAVY	13.6	10/26/87	12/31/87	BID	SAN DIEGO	SDO
USS ROBISON (DDG-12)	USNAVY	32.2	09/08/87	01/15/88	BID	SAN DIEGO	SDO
USS CONSTELLATION (C	USNAVY	104.7	11/09/87	02/27/88	BID	SAN DIEGO	SDO
USS CONSTELLATION (C	USNAVY	15.9	02/01/88	03/01/88	BID	RESTRICTED	SDO
USS BARBEY (FF-1088)	USNAVY	36.7	01/11/88	04/01/88	BID	SAN DIEGO	SDO
USS ELMAR MONTGOMERY	USNAVY	40.0	01/18/88	04/15/88	IFB	SAN DIEGO	SDO
SMALL CRAFT	USNAVY	16.6	04/25/88	06/06/88	BID	HOMEPORT	SDO
USS RANGER (CV-61)	USNAVY	49.3	03/07/88	06/24/88	BID	SAN DIEGO	SDO
USS HOEL (DDG 13)	USNAVY	46.0	06/06/88	07/23/88	BID	SAN DIEGO	SDO
USS DULUTH (LPD-6)	USNAVY	13.9	06/13/88	08/05/88	BID	SAN DIEGO	SDO
USS BRADLEY (FF-1041	USNAVY	0.8	08/08/88	09/25/88	IFB	SAN DIEGO	SDO
USS RANGER (CV-61)	USNAVY	40.6	08/12/88	10/02/88	IFB	SAN DIEGO	SDO
USS RENTZ (FFG-46)	USNAVY	32.3	07/18/88	12/09/88	BID	SAN DIEGO	SDO

VOLUME WHOLE MARKET: 10809.5
VALUE COMPETITOR: 443.1
MARKETSHARE IN %: 4.09

PORTLAND SHIP REPAIR YARDS
MARKETSIZE REPORT BY COMPETITOR
11/14/88

FOR THE PERIOD FROM 11/01/87 TO 11/01/88
COMPETITOR: SDO NATIONAL STEEL AND SHIPBUILDING
VALUE IN 100,000'S

PROJECTNAME	SEG	VALUE	START	END	MET	AREA	COM
USS KINKAID (DD 965)	USNAVY	61.5	02/23/87	01/22/88	RFP-2	WEST	SDO
USS FREDERICK (LST-1	USNAVY	20.0	02/22/88	05/06/88	BID	SAN DIEGO	SDO
USS PREORIA (LST-118	USNAVY	20.0	04/04/88	06/17/88	BID	SAN DIEGO	SDO
USS ELLIOT (DD-967)	USNAVY	242.3	09/15/87	09/15/88	RFP-2	WEST	SDO
TAO-149 NEWBUILDING	SHIPBLD	417.4	01/01/88	01/01/91	BID	NATIONAL	SDO
AOE-6	SHIPBLD	727.3	01/01/88	05/01/91	BID	NATIONAL	SDO

VOLUME WHOLE MARKET: 10809.5
VALUE COMPETITOR: 1488.6
MARKETSHARE IN %: 13.77

PORTLAND SHIP REPAIR YARDS
MARKETSIZE REPORT BY COMPETITOR
11/14/88

FOR THE PERIOD FROM 11/01/87 TO 11/01/88
COMPETITOR: SDO SOUTHWEST MARINE
VALUE IN 100,000'S

PROJECTNAME	SEG	VALUE	START	END	MET	AREA	COM
USS PLUCK (MSO-464)	USNAVY	1.2	09/26/87	11/06/87	BID	SAN DIEGO	SDO
USS ROANOKE (AOR-7)	USNAVY	10.2	07/13/87	11/09/87	BID	WEST	SDO
USS PRAIRIE (AD-15)	USNAVY	76.7	09/14/87	02/19/88	RFP-1	WEST	SDO
USS FORT MC HENRY (L	USNAVY	35.0	01/19/88	03/10/88	BID	SAN DIEGO	SDO
USS DENVER (LPD 9)	USNAVY	85.0	11/10/87	03/11/88	BID	SAN DIEGO	SDO
USS LONG BEACH (CGN-	USNAVY	4.2	02/22/88	04/15/88	BID	HOMEPORT	SDO
USS CALLAGHAN (DDG 9	USNAVY	20.8	01/15/88	04/22/88	BID	SAN DIEGO	SDO
YRDM-7	USNAVY	5.9	03/15/88	05/06/88	BID	SAN DIEGO	SDO
USS WADDELL (DDG-24)	USNAVY	40.0	02/29/88	05/13/88	BID	SAN DIEGO	SDO
USS RAMSEY (FFG-2)	USNAVY	30.0	04/01/88	06/01/88	BID	WEST	SDO
USS TRIPOLI (LPH-10)	USNAVY	30.6	04/18/88	07/15/88	BID	SAN DIEGO	SDO
USS DURHAM (LKA 114)	USNAVY	76.1	04/04/88	07/29/88	RFP-2	WEST	SDO
USS REID (FFG-30)	USNAVY	2.8	08/15/88	09/08/88	BID	WEST	SDO
USS HOEL (DDG 13)	USNAVY	60.0	06/17/88	09/30/88	IFB	SAN DIEGO	SDO
USS BRONSTEIN (FF-10	USNAVY	10.9	08/12/88	10/28/88	BID	SAN DIEGO	SDO
USS STEIN (FF 1065)	USNAVY	86.7	05/02/88	11/11/88	RFP-1	WEST	SDO
USS THACH (FFG-14)	USNAVY	7.2	10/10/88	03/10/89	BID	SAN DIEGO	SDO
USS MCCLUSKY (FFG-30	USNAVY	7.2	10/10/88	03/10/89	BID	SAN DIEGO	SDO
USS GEORGE PHILIPP	USNAVY	39.8	07/11/88	05/12/89	RFP-2	WEST	SDO
USS JARRET (FFG 33)	USNAVY	7.9	10/10/88	10/03/89	BID	WEST	SDO
USS O'BRIEN (DD-975)	USNAVY	0.7	10/20/88	10/20/89	RFP-2	WEST	SDO

VOLUME WHOLE MARKET: 10809.5
VALUE COMPETITOR: 639.6
MARKETSHARE IN %: 5.91

PORTLAND SHIP REPAIR YARDS
MARKETSIZE REPORT BY COMPETITOR
11/14/88

FOR THE PERIOD FROM 11/01/87 TO 11/01/88
COMPETITOR: SFO CONTINENTAL MARITIME
VALUE IN 100,000'S

PROJECTNAME	SEG	VALUE	START	END	MET	AREA	COM
USS LANG (FF-1060)	USNAVY	0.2	12/01/87	12/06/87	BID	BAY AREA	SFO
USS ENTERPRISE (CVN-	USNAVY	12.0	11/25/87	12/31/87	BID	BAY AREA	SFO
USS CALIFORNIA (CGN-	USNAVY	22.1	10/05/87	01/22/88	BID	BAY AREA	SFO
USS CALIFORNIA (CGN-	USNAVY	19.0	10/05/87	01/22/88	BID	BAY AREA	SFO
USS SAMUEL GOMPERS (	OTHRGVT	0.6	12/12/87	01/25/88	BID	BAY AREA	SFO
USS COOK (FF-1083)	USNAVY	33.2	02/15/88	04/01/88	BID	WEST	SFO
USS MARS (AFS-1)	USNAVY	102.4	01/18/88	05/16/88	BID	BAY AREA	SFO
CALRICE TRANSPORT	TGBGFSH	1.0	05/11/88	05/25/88	BID	PACIFIC	SFO
FLORIA	FNCARGO	5.0	05/16/88	05/27/88	BID	PACIFIC	SFO
USS MAUNA KEA (AE-22	USNAVY	0.3	08/01/88	09/01/88	BID	BAY AREA	SFO
USS MARS (AFS-1)	USNAVY	0.5	09/01/88	10/01/88	BID	BAY AREA	SFO
USS LANG (FF-1060)	USNAVY	30.6	07/05/88	11/07/88	RFP-1	WEST	SFO
USS ROARK (FF 1053)	USNAVY	0.2	10/15/88	11/15/88	IFB	BAY AREA	SFO
USS NEW ORLEANS (LPH	USNAVY	38.6	09/15/87	12/31/88	BID	BAY AREA	SFO
USS ENTERPRISE (CVN-	USNAVY	0.5	10/31/88	03/31/89	BID	BAY AREA	SFO

VOLUME WHOLE MARKET: 10809.5
VALUE COMPETITOR: 266.7
MARKETSHARE IN %: 2.46

PORTLAND SHIP REPAIR YARDS
MARKETSIZE REPORT BY COMPETITOR
11/14/88

FOR THE PERIOD FROM 11/01/87 TO 11/01/88
COMPETITOR: SFO SERVICE ENGINEERING
VALUE IN 100,000'S

PROJECTNAME	SEG	VALUE	START	END	MET	AREA	COM
USS ENTERPRISE (CVN-	USNAVY	3.8	11/25/87	12/31/87	BID	BAY AREA	SFO
APL-4	USNAVY	39.2	12/01/87	02/14/88	BID	WEST	SFO
USS VANCOUVER (LPD 2	USNAVY	61.5	07/01/87	02/15/88	BID	BAY AREA	SFO
SEA-LAND ENTERPRISE	USCARGO	6.2	08/16/87	03/10/88	BID	WEST	SFO
USS FLINT (AE-32)	USNAVY	0.3	03/07/88	03/15/88	BID	HOMEPORT	SFO
EXXON BOSTON	TANKER	17.5	03/16/88	04/01/88	BID	WEST	SFO
USS FLINT (AE-32)	USNAVY	0.0	05/02/88	05/09/88	IFB	BAY AREA	SFO
USS MOUNT HOOD (AE 2	USNAVY	20.0	02/10/88	05/16/88	BID	BAY AREA	SFO
FAIRWIND	CRUISE	15.0	05/13/88	05/24/88	BID	WEST	SFO
USS CARL VINSON (CVN	USNAVY	6.2	04/27/88	06/15/88	BID	BAY AREA	SFO
MANULANI	USCARGO	15.0	06/08/88	07/06/88	BID	WEST	SFO
ASPEN	TANKER	1.0	07/05/88	07/07/88	OTHER	WEST	SFO
MANUNALEI	USCARGO	7.5	06/30/88	07/16/88	BID	WEST	SFO
USS MARS (AFS-1)	USNAVY	0.3	08/01/88	09/01/88	BID	BAY AREA	SFO
USS ENTERPRISE (CVN-	USNAVY	5.1	08/15/88	09/15/88	IFB	BAY AREA	SFO
CHEVRON CALIFORNIA	TANKER	20.0	08/25/88	09/15/88	BID	PACIFIC	SFO
EXXON PHILADELPHIA	TANKER	3.0	09/14/88	09/18/88	NEGOTIATED	PACIFIC	SFO
USS SHASTA (AE-33)	USNAVY	20.0	06/06/88	10/03/88	BID	BAY AREA	SFO
USS GRAY (FF-1054)	USNAVY	36.3	08/29/88	11/25/88	IFB	WEST	SFO
USNS ROBERT TOWNSEND	OTHRGVT	0.7	10/15/88	12/15/88	IFB	WEST	SFO
USS ENTERPRISE (CVN-	USNAVY	0.4	10/31/88	03/31/89	BID	BAY AREA	SFO
USS ENTERPRISE (CVN-	USNAVY	0.3	10/31/88	03/31/89	BID	BAY AREA	SFO

VOLUME WHOLE MARKET: 10809.5
VALUE COMPETITOR: 280.0
MARKETSHARE IN %: 2.59

PORTLAND SHIP REPAIR YARDS
MARKETSIZE REPORT BY COMPETITOR
11/14/88

FOR THE PERIOD FROM 11/01/87 TO 11/01/88
COMPETITOR: SFO SOUTHWEST MARINE
VALUE IN 100,000'S

PROJECTNAME	SEG	VALUE	START	END	MET	AREA	COM
SEA-LAND PACIFIC	USCARGO	0.3	08/28/87	12/22/87	BID	BAY AREA	SFO
USS CARL VINSON (CVN	USNAVY	1.8	03/07/88	03/27/88	BID	BAY AREA	SFO
SEA-LAND LARK	USCARGO	0.7	12/21/87	03/31/88	BID	BAY AREA	SFO
SEA-LAND MARKETER	USCARGO	0.5	01/30/88	04/27/88	BID	BAY AREA	SFO
ANTONIO DOVALI J	TANKER	0.0		06/15/88	BID	WEST	SFO
SEA-LAND LEGION	USCARGO	0.8	01/17/88	06/26/88	BID	BAY AREA	SFO
USS ENTERPRISE (CVN-	USNAVY	1.5	07/05/88	09/01/88	BID	BAY AREA	SFO
USS WITCHITA (AOR-1)	USNAVY	25.0	08/01/88	09/12/88	BID	BAY AREA	SFO
USS GERMANTOWN (LSD-	USNAVY	15.0	06/13/88	09/16/88	BID	SAN DIEGO	SFO
USS KANSAS (AOR-3)	USNAVY	4.4	10/17/88	02/13/89	BID	BAY AREA	SFO
USS ENTERPRISE (CVN-	USNAVY	5.8	09/16/88	03/29/89	BID	BAY AREA	SFO

VOLUME WHOLE MARKET: 10809.5
VALUE COMPETITOR: 56.0
MARKETSHARE IN %: 0.51

PORTLAND SHIP REPAIR YARDS
MARKETSHARE SUMMARY BY COMPETITOR
11/14/88

MARKET BY COMPETITOR

VOLUME MARKET: 10809.5

PERIOD : FROM 11/01/87 TO 11/01/88

COMPETITOR	VALUE IN 100,000'S	MARKETSHARE IN %
1 AKA KETCHIKAN SHIPYARD	8.32	0.07
2 CAN VERSATILE PACIFIC SHIPYARDS	1000.92	9.25
3 EUR PORTUGAL	90.01	0.83
4 HNO HONOLULU SHIPYARDS INC.	54.56	0.50
5 HNO MARISCO	54.51	0.50
6 JPN JAPAN	52.50	0.48
7 KOR KOREA	265.44	2.45
8 LAX AL LARSON BOAT WORKS	18.10	0.16
9 LAX LONG BEACH NAVAL SHIPYARD	1325.18	12.25
10 LAX SOUTHWEST MARINE	466.96	4.31
11 LAX TODD SHIPYARDS	786.58	7.27
12 PDX CASCADE GENERAL INC.	181.27	1.67
13 PDX MID COAST MARINE	3.55	0.03
14 PDX NORTHWEST MARINE IRON WORKS	787.76	7.28
15 PDX SUNDIAL	0.69	0.00
16 PDX WEST STATE INC.	255.01	2.35
17 PUG AK/WA	9.28	0.08
18 PUG DUWAMISH SHIPYARD	1.70	0.01
19 PUG ENVIRONMENT TRANSPORT INC.	19.31	0.17
20 PUG FISHERMEN'S BOAT	15.62	0.14
21 PUG LAKE UNION DRY DOCK	11.35	0.10
22 PUG MARCO	34.42	0.31
23 PUG MARINE POWER AND EQUIPMENT	32.83	0.30
24 PUG MARITIME CONTRACTORS INC.	0.81	0.00
25 PUG MARTINAC	86.95	0.80
26 PUG NICHOLS BROTHERS AND BOATBUILDERS	7.58	0.07
27 PUG PACIFIC MARINE SHIP REPAIR	1.60	0.01
28 PUG TACOMA BOATBUILDING	275.70	2.55
29 PUG TODD SHIPYARDS	670.05	6.19
30 PUG UNIMAR INTERNATIONAL	9.24	0.08
31 SDO A & E INDUSTRIES	52.61	0.48
32 SDO ARCWELL CORP	24.19	0.22
33 SDO BAY CITY MARINE INC.	52.31	0.48
34 SDO CAMPBELL INDUSTRIES	238.90	2.21
35 SDO CONTINENTAL MARITIME	443.19	4.09
36 SDO HONEYWELL HYDRO PRODUCTS INC	2.84	0.02
37 SDO KETTENBURG MARINE CORP	4.59	0.04
38 SDO NATIONAL STEEL AND SHIPBUILDING	1488.69	13.77
39 SDO PACIFIC SHIP REPAIR	61.16	0.56
40 SDO SOUTHWEST MARINE	639.61	5.91
41 SFO CONTINENTAL MARITIME	266.77	2.46
42 SFO FULTON SHIPYARD	2.87	0.02
43 SFO PACIFIC DRYDOCK	39.40	0.36
44 SFO SERVICE ENGINEERING	280.05	2.59
45 SFO SOUTHWEST MARINE	56.06	0.51

PORTLAND SHIP REPAIR YARDS
MARKETSHARE SUMMARY BY COMPETITOR
11/14/88

MARKET BY COMPETITOR

VOLUME MARKET: 10809.5

PERIOD : FROM 11/01/87 TO 11/01/88

COMPETITOR

VALUE
IN 100,000'S

MARKETSHARE
IN %

47 SIN SINGAPORE

628.39

5.81

PORTLAND SHIP REPAIR YARDS
MARKETSHARE SUMMARY BY SEGMENT
11/14/88

MARKET BY SEGMENT

VOLUME MARKET: 10809.5

PERIOD : FROM 11/01/87 TO 11/01/88

SEGMENT	VALUE IN 100,000'S	MARKETSHARE IN %
1 CRUISE	123.21	1.13
2 FNCARGO	42.27	0.39
3 OTHRGVT	1347.91	12.46
4 SHIPBLD	2373.92	21.96
5 TANKER	1424.21	13.17
6 TGBGFSH	136.80	1.26
7 USCARGO	350.83	3.24
7 USNAVY	5010.41	46.35

PORTLAND SHIP REPAIR YARDS
MARKETSHARE SUMMARY BY CUSTOMER
11/14/88

MARKET BY CUSTOMER

VOLUME MARKET: 10809.5

PERIOD : FROM 11/01/87 TO 11/01/88

CUSTOMER	VALUE IN 100,000'S	MARKETSHARE IN %
1 AERON MARINE SHIPPING CO.	11.01	0.10
2 ALASKA MARINE LINES	0.80	0.00
3 ALEUTIAN SPRAY FISHERIES	10.11	0.09
4 AMERICAN GLOBAL LINE INC.	32.80	0.30
5 AMERICAN PRESIDENT LINES, LTD.	64.28	0.59
6 ARCO MARINE, INC.	131.33	1.21
7 ARTIC ALASKA SEAFOOD	13.16	0.12
8 BAY TANKERS, INC.	73.21	0.67
9 BLACK BALL TRANSPORT	4.01	0.03
10 CANADA	400.66	3.70
11 CARNIVAL CRUISE LINES INC.	10.01	0.09
12 CATALINA PASSENGER SERVICE	0.30	0.00
13 CENTRAL GULF LINES INC.	1.00	0.00
14 CENTRAL MARINE KK	5.01	0.04
15 CHEVRON	6.77	0.06
16 CHEVRON SHIPPING CO.	20.01	0.18
17 CREST TANKERS	40.01	0.37
18 CROWLEY MARITIME CORP.	2.21	0.02
19 CUNARD	17.62	0.16
20 DEUTSCHE AFRIKA-LINIEN	5.01	0.04
21 DOCK EXPRESS SHIPPING B.V.	6.54	0.06
22 EXPLORATION CRUISE LINES	0.25	0.00
23 EXXON SHIPPING CO.	339.58	3.14
24 FISHING CO. OF ALASKA	11.25	0.10
25 FOSS	10.74	0.09
26 GLACIER FISH CO, LTD	1.10	0.01
27 GOLDEN GATE BRIDGE, HGWAY & TRANSPORT	86.95	0.80
28 GRANREUNION	6.01	0.05
29 HOLLAND AMERICA LINE	30.50	0.28
30 HYUNDAI MERCHANT MARINE COMPANY	2.72	0.02
31 INTEROCEAN MANAGEMENT CORP.	1.20	0.01
32 JAI WONG INDUSTRIAL CO.,LTD	83.17	0.76
33 KEMP PACIFIC FISHERIES INC	0.50	0.00
34 KEYSTONE SHIPPING COMPANY	53.68	0.49
35 KOREA SHIPPING CORP.	31.01	0.28
36 LEASING CO	33.09	0.30
37 MARITIME OVERSEAS CORP.	55.01	0.50
38 MATSON NAVIGATION COMPANY	37.03	0.34
39 MC NAB, DELMAR & DAVE	2.51	0.02
40 MILITARY SEALIFT COMMAND	476.76	4.41
41 MOBIL OIL CORP.	50.01	0.46
42 MOBIL SHIPPING & TRANSPORTATION CO.	10.01	0.09
43 NATIONAL SCIENCE FOUNDATION	3.01	0.02
44 NAVY	6637.06	61.39
45 NOAA	2.99	0.02

PORTLAND SHIP REPAIR YARDS
MARKETSHARE SUMMARY BY CUSTOMER
11/14/88

MARKET BY CUSTOMER

VOLUME MARKET: 10809.5

PERIOD : FROM 11/01/87 TO 11/01/88

CUSTOMER	VALUE IN 100,000'S	MARKETSHARE IN %
47 NUSC	2.84	0.02
48 OMI CORP.	102.02	0.94
49 P & O CRUISES, INC.	9.52	0.08
50 PACIFIC KING FISHERIES	14.29	0.13
51 PARTENREEDEREI MS SLOMAN MERCUR	28.00	0.25
52 PETROLEOS MEXICANOS S.A.	0.00	0.00
53 PUGET SOUND TUG & BARGE CO.	0.25	0.00
54 SEA-LAND SERVICE, INC.	38.64	0.35
55 SEVEN SEAS FISHING CO.	1.20	0.01
56 SHANGHAI DREDGING CORP.	40.01	0.37
57 SITMAR CRUISES INC.	15.01	0.13
58 SITMAR CRUISES, INC.	7.50	0.06
59 STATE OF ALASKA	8.32	0.07
60 STATE OF WASHINGTON	29.05	0.26
61 SUN TRANSPORT	20.60	0.19
62 TARPON FISHERIES INC.	0.00	0.00
63 TEEKAY SHIPPING CO. INC.	1.00	0.00
64 TESORO REFINING ALASKA	0.50	0.00
65 TEXACO MARINE SERVICES, INC.	40.37	0.37
66 TRINIDAD CORP.	3.02	0.02
67 U.S. ARMY	7.28	0.06
68 U.S. ARMY CORPS OF ENGINEERS	19.72	0.18
69 U.S. COAST GUARD	406.88	3.76
70 U.S. MARITIME ADMINISTRATION	30.00	0.27
71 UNION OIL	32.01	0.29
72 UNKNOWN	1122.63	10.38
73 WEST COAST SHIPPING	5.85	0.05
74	1.01	0.00

PORTLAND SHIP REPAIR YARDS
MARKETSHARE TREND REPORT BY COMPETITOR
TOTAL MARKET
11/14/88

TREND FOR COMPETITOR IN 100,000's AND %

COMPETITOR	1.QUART		2.QUART		3.QUART		CURR. QUART		NEXT QUART		PAST YEAR TOTAL
	VALUE	SHARE	VALUE	SHARE	VALUE	SHARE	VALUE	SHARE	VALUE	SHARE	
AKA KETCHIKAN SHIPYARD	0.1	0.00	5.6	0.20	0.0	0.00	7.9	0.42	0.0	0.00	13.54
CAN VERSATILE PACIFIC SHIPY	288.4	9.13	258.4	9.56	223.2	8.70	141.7	7.63	138.6	10.48	762.13
EUR PORTUGAL	40.0	1.26	0.0	0.00	0.0	0.00	0.0	0.00	0.0	0.00	0.00
HNO HONOLULU SHIPYARDS INC.	14.5	0.45	14.3	0.53	0.0	0.00	0.0	0.00	0.0	0.00	14.36
HNO MARISCO	0.1	0.00	6.4	0.24	47.0	1.83	0.0	0.00	0.0	0.00	53.51
JPN JAPAN	0.0	0.00	52.5	1.94	0.0	0.00	0.0	0.00	0.0	0.00	52.50
KOR KOREA	28.0	0.88	133.0	4.92	30.0	1.16	0.0	0.00	0.0	0.00	163.03
LAX AL LARSON BOAT WORKS	0.0	0.00	0.0	0.00	4.1	0.16	2.8	0.15	0.0	0.00	7.06
LAX LONG BEACH NAVAL SHIPYA	343.2	10.87	374.5	13.86	292.3	11.39	253.9	13.68	180.9	13.68	1101.73
LAX SOUTHWEST MARINE	121.5	3.85	122.1	4.52	78.2	3.05	93.8	5.05	32.4	2.45	326.73
LAX TODD SHIPYARDS	299.6	9.49	153.1	5.66	153.0	5.96	119.6	6.44	0.0	0.00	425.83
PDX CASCADE GENERAL INC.	78.3	2.48	64.5	2.38	15.8	0.61	60.3	3.24	0.0	0.00	140.76
PDX MID COAST MARINE	3.5	0.11	0.0	0.00	0.0	0.00	0.0	0.00	0.0	0.00	0.00
PDX NORTHWEST MARINE IRON W	263.9	8.36	149.4	5.53	215.4	8.39	114.2	6.15	24.4	1.85	503.63
PDX SUNDIAL	0.2	0.00	0.0	0.00	0.0	0.00	0.6	0.03	0.0	0.00	0.63
PDX WEST STATE INC.	22.8	0.72	120.9	4.47	73.0	2.84	21.7	1.17	1.4	0.11	217.15
PUG AK/WA	0.0	0.00	0.7	0.02	3.8	0.15	1.5	0.08	0.0	0.00	6.12
PUG DUWAMISH SHIPYARD	0.3	0.00	1.3	0.05	0.0	0.00	0.0	0.00	0.0	0.00	1.37
PUG ENVIRONMENT TRANSPORT I	5.6	0.18	5.6	0.21	5.7	0.22	5.7	0.31	0.0	0.00	17.22
PUG FISHERMEN'S BOAT	5.8	0.18	4.3	0.16	4.0	0.15	3.5	0.19	0.0	0.00	12.00
PUG LAKE UNION DRY DOCK	0.0	0.00	0.0	0.00	5.7	0.22	16.0	0.86	11.9	0.90	33.72
PUG MARCO	0.0	0.00	5.0	0.18	20.7	0.81	23.5	1.27	9.7	0.73	59.24
PUG MARINE POWER AND EQUIPM	5.0	0.16	8.7	0.32	13.3	0.51	0.0	0.00	0.0	0.00	22.01
PUG MARITIME CONTRACTORS IN	0.8	0.02	0.0	0.00	0.0	0.00	0.0	0.00	0.0	0.00	0.00
PUG MARTINAC	23.3	0.73	23.3	0.86	23.6	0.92	0.0	0.00	0.0	0.00	46.98
PUG NICHOLS BROTHERS AND BO	3.5	0.11	0.1	0.00	0.0	0.00	0.0	0.00	28.4	2.15	28.56
PUG PACIFIC MARINE SHIP REP	0.5	0.01	1.0	0.03	0.0	0.00	0.0	0.00	0.0	0.00	1.06
PUG TACOMA BOATBUILDING	72.0	2.28	68.8	2.54	69.6	2.71	49.4	2.66	24.3	1.84	212.38
PUG TODD SHIPYARDS	207.5	6.57	178.2	6.59	158.0	6.16	116.0	6.25	103.4	7.82	555.82
PUG UNIMAR INTERNATIONAL	0.0	0.00	0.0	0.00	0.0	0.00	27.1	1.46	17.5	1.33	44.71
SDO A & E INDUSTRIES	24.7	0.78	0.0	0.00	6.2	0.24	0.7	0.03	0.0	0.00	6.98
SDO ARCWELL CORP	0.8	0.02	0.8	0.03	21.8	0.85	0.0	0.00	0.0	0.00	22.67
SDO BAY CITY MARINE INC.	19.6	0.62	15.6	0.57	2.0	0.07	0.0	0.00	0.0	0.00	17.68
SDO CAMPBELL INDUSTRIES	38.3	1.21	20.0	0.74	104.7	4.08	82.2	4.43	107.2	8.11	314.33
SDO CONTINENTAL MARITIME	156.6	4.96	89.0	3.29	93.2	3.63	21.8	1.17	0.0	0.00	204.11
SDO HONEYWELL HYDRO PRODUCT	0.0	0.00	0.0	0.00	1.3	0.05	2.8	0.15	0.0	0.00	4.19
SDO KETTENBURG MARINE CORP	0.0	0.00	0.0	0.00	4.1	0.16	0.6	0.03	0.3	0.02	5.18
SDO NATIONAL STEEL AND SHIP	432.2	13.69	435.6	16.12	399.2	15.56	355.7	19.16	372.6	28.18	1563.38
SDO PACIFIC SHIP REPAIR	7.9	0.25	30.6	1.13	21.8	0.85	0.0	0.00	0.0	0.00	52.42
SDO SOUTHWEST MARINE	155.7	4.93	180.1	6.66	156.7	6.11	143.3	7.72	127.5	9.64	607.83
SFO CONTINENTAL MARITIME	115.7	3.66	54.2	2.00	32.8	1.28	51.6	2.78	46.9	3.54	185.74
SFO FULTON SHIPYARD	0.0	0.00	0.0	0.00	2.0	0.08	1.0	0.05	0.0	0.00	3.07
SFO PACIFIC DRYDOCK	4.0	0.12	5.6	0.20	11.4	0.44	9.1	0.49	0.0	0.00	26.24
SFO SERVICE ENGINEERING	79.6	2.52	46.4	1.71	72.7	2.83	84.7	4.56	70.0	5.29	273.98
SFO SOUTHWEST MARINE	3.2	0.10	3.2	0.12	40.5	1.57	33.6	1.81	23.7	1.79	101.24
SIN SINGAPORE	288.5	9.13	67.5	2.49	156.6	6.10	8.0	0.43	0.0	0.00	232.25
TOTAL	3157.0	99.83	2702.1	99.83	2565.0	99.84	1855.9	99.85	1322.1	99.91	8445.29

PORTLAND SHIP REPAIR YARDS
MARKETSHARE TREND REPORT BY SEGMENT
TOTAL MARKET
11/14/88

TREND FOR SEGMENT IN 100,000's AND %

SEGMENT	1.QUART		2.QUART		3.QUART		CURR. QUART		NEXT QUART		PAST YEAR TOTAL
	VALUE	SHARE	VALUE	SHARE	VALUE	SHARE	VALUE	SHARE	VALUE	SHARE	
CRUISE	11.5	0.36	67.0	2.47	10.7	0.41	15.6	0.84	0.0	0.00	93.41
FNCARGO	0.0	0.00	7.7	0.28	28.0	1.09	30.0	1.61	0.0	0.00	65.75
OTHRGVT	440.8	13.96	327.4	12.11	312.6	12.19	207.3	11.17	129.2	9.77	976.74
SHIPBLD	623.2	19.74	619.8	22.93	680.8	26.54	685.2	36.92	608.4	46.02	2594.39
TANKER	442.6	14.02	400.1	14.80	343.8	13.40	52.3	2.82	0.0	0.00	796.34
TGBGFSH	12.4	0.39	57.4	2.12	36.1	1.40	56.1	3.02	27.3	2.06	177.18
USCARGO	179.7	5.69	41.6	1.54	32.7	1.27	8.0	0.43	0.0	0.00	82.48
USNAVY	1446.5	45.81	1180.7	43.69	1120.0	43.66	801.0	43.16	557.0	42.13	3658.70
TOTAL	3157.0	99.97	2702.1	99.94	2565.0	99.96	1855.9	99.97	1322.1	99.98	8445.29

PORTLAND SHIP REPAIR YARDS
MARKETSHARE TREND REPORT BY CUSTOMER
TOTAL MARKET
11/14/88

TREND FOR CUSTOMER IN 100,000's AND %

CUSTOMER	1.QUART		2.QUART		3.QUART		CURR. QUART		NEXT QUART		PAST YEAR TOTAL
	VALUE	SHARE	VALUE	SHARE	VALUE	SHARE	VALUE	SHARE	VALUE	SHARE	
AERON MARINE SHIPPING CO.	4.0	0.12	7.0	0.25	0.0	0.00	0.0	0.00	0.0	0.00	7.01
ALASKA MARINE LINES	0.0	0.00	0.8	0.02	0.0	0.00	0.0	0.00	0.0	0.00	0.80
ALEUTIAN SPRAY FISHERIES	0.0	0.00	0.0	0.00	4.8	0.18	15.0	0.81	9.7	0.73	29.67
AMERICAN GLOBAL LINE INC.	11.3	0.35	21.5	0.79	0.0	0.00	0.0	0.00	0.0	0.00	21.50
AMERICAN PRESIDENT LINES, L	56.7	1.79	7.5	0.27	0.0	0.00	0.0	0.00	0.0	0.00	7.50
ARCO MARINE, INC.	37.3	1.18	83.8	3.10	8.4	0.32	0.0	0.00	0.0	0.00	92.32
ARTIC ALASKA SEAFOOD	0.0	0.00	2.3	0.08	10.6	0.41	0.0	0.00	0.0	0.00	12.99
BAY TANKERS, INC.	13.0	0.41	2.7	0.10	56.4	2.20	0.0	0.00	0.0	0.00	59.23
BLACK BALL TRANSPORT	4.0	0.12	0.0	0.00	0.0	0.00	0.0	0.00	0.0	0.00	0.00
CALIFORNIA CRUISIN'	0.0	0.00	0.0	0.00	0.0	0.00	0.0	0.00	14.6	1.10	14.65
CANADA	118.2	3.74	118.2	4.37	81.4	3.17	0.0	0.00	0.0	0.00	199.67
CARNIVAL CRUISE LINES INC.	0.0	0.00	0.0	0.00	0.0	0.00	10.0	0.53	0.0	0.00	10.01
CATALINA PASSENGER SERVICE	0.1	0.00	0.1	0.00	0.0	0.00	0.0	0.00	0.0	0.00	0.11
CENTRAL GULF LINES INC.	1.0	0.03	0.0	0.00	0.0	0.00	0.0	0.00	0.0	0.00	0.00
CENTRAL MARINE KK	0.0	0.00	5.0	0.18	0.0	0.00	0.0	0.00	0.0	0.00	5.01
CHEVRON	6.7	0.21	0.0	0.00	0.0	0.00	0.0	0.00	0.0	0.00	0.00
CHEVRON SHIPPING CO.	0.0	0.00	0.0	0.00	20.0	0.78	0.0	0.00	0.0	0.00	20.01
CREST TANKERS	40.0	1.26	0.0	0.00	0.0	0.00	0.0	0.00	0.0	0.00	0.00
CROWLEY MARITIME CORP.	0.5	0.01	1.7	0.06	0.0	0.00	0.0	0.00	0.0	0.00	1.71
DEUTSCHE AFRIKA-LINIEN	0.0	0.00	5.0	0.18	0.0	0.00	0.0	0.00	0.0	0.00	5.01
DOCK EXPRESS SHIPPING B.V.	0.0	0.00	0.0	0.00	0.0	0.00	15.0	0.80	0.0	0.00	15.01
EXPLORATION CRUISE LINES	0.2	0.00	0.0	0.00	0.0	0.00	0.0	0.00	0.0	0.00	0.00
EXXON SHIPPING CO.	54.7	1.73	154.4	5.71	126.4	4.93	1.8	0.09	0.0	0.00	282.67
FISHING CO. OF ALASKA	0.0	0.00	0.0	0.00	2.0	0.07	27.1	1.46	17.5	1.33	46.72
FOSS	3.9	0.12	0.5	0.01	2.2	0.08	0.0	0.00	0.0	0.00	2.71
GLACIER FISH CO, LTD	0.0	0.00	0.0	0.00	1.1	0.04	0.0	0.00	0.0	0.00	1.10
GOLDEN GATE BRIDGE, HWY &	23.3	0.73	23.3	0.86	23.6	0.92	0.0	0.00	0.0	0.00	46.98
GRANREUNION	0.0	0.00	6.0	0.22	0.0	0.00	0.0	0.00	0.0	0.00	6.01
HOLLAND AMERICA LINE	0.0	0.00	30.5	1.12	0.0	0.00	0.0	0.00	0.0	0.00	30.50
HYUNDAI MERCHANT MARINE COM	0.0	0.00	2.7	0.10	0.0	0.00	0.0	0.00	0.0	0.00	2.72
INTEROCEAN MANAGEMENT CORP.	0.0	0.00	0.0	0.00	1.2	0.04	0.0	0.00	0.0	0.00	1.20
JAI WONG INDUSTRIAL CO.,LTD	0.0	0.00	0.0	0.00	54.2	2.11	82.2	4.43	80.4	6.08	216.98
KEMP PACIFIC FISHERIES INC	0.5	0.01	0.0	0.00	0.0	0.00	0.0	0.00	0.0	0.00	0.00
KEYSTONE SHIPPING COMPANY	0.0	0.00	32.0	1.18	3.8	0.15	20.5	1.10	0.0	0.00	56.46
KOREA SHIPPING CORP.	31.0	0.98	0.0	0.00	0.0	0.00	0.0	0.00	0.0	0.00	0.00
LEASING CO	10.2	0.32	0.0	0.00	0.0	0.00	15.0	0.80	0.0	0.00	15.01
MARITIME OVERSEAS CORP.	0.0	0.00	55.0	2.03	0.0	0.00	0.0	0.00	0.0	0.00	55.01
MATSON NAVIGATION COMPANY	0.0	0.00	18.2	0.67	17.7	0.69	0.0	0.00	0.0	0.00	36.02
MC NAB, DELMAR & DAVE	0.5	0.01	0.0	0.00	0.0	0.00	0.0	0.00	0.0	0.00	0.00
MILITARY SEALIFT COMMAND	194.0	6.14	82.9	3.06	123.6	4.81	73.1	3.94	24.3	1.84	304.13
MOBIL OIL CORP.	0.0	0.00	0.0	0.00	50.0	1.94	0.0	0.00	0.0	0.00	50.01
MOBIL SHIPPING & TRANSPORTA	0.0	0.00	10.0	0.37	0.0	0.00	0.0	0.00	0.0	0.00	10.01
NATIONAL SCIENCE FOUNDATION	0.0	0.00	0.0	0.00	0.0	0.00	3.0	0.16	0.0	0.00	3.01
NAVY	1903.0	60.27	1636.9	60.57	1581.2	61.64	1262.2	68.01	891.1	67.39	5371.55
NOAA	1.1	0.03	0.7	0.02	1.0	0.04	0.0	0.00	0.0	0.00	1.80
NORDVESTCONSULT	0.0	0.00	0.0	0.00	0.0	0.00	15.0	0.80	0.0	0.00	15.01

PORTLAND SHIP REPAIR YARDS
MARKETSHARE TREND REPORT BY CUSTOMER
TOTAL MARKET
11/14/88

TREND FOR CUSTOMER IN 100,000's AND %

CUSTOMER	1.QUART		2.QUART		3.QUART		CURR. QUART		NEXT QUART		PAST YEAR TOTAL
	VALUE	SHARE	VALUE	SHARE	VALUE	SHARE	VALUE	SHARE	VALUE	SHARE	
NUSC	0.0	0.00	0.0	0.00	1.3	0.05	2.8	0.15	0.0	0.00	4.19
OMI CORP.	90.0	2.85	11.2	0.41	0.0	0.00	0.0	0.00	0.0	0.00	11.20
P & O CRUISES, INC.	0.0	0.00	0.0	0.00	9.5	0.37	0.0	0.00	0.0	0.00	9.52
PACIFIC KING FISHERIES	0.0	0.00	2.7	0.10	8.5	0.33	8.5	0.45	0.0	0.00	19.71
PARTENREEDEREI MS SLOMAN ME	0.0	0.00	0.0	0.00	28.0	1.09	0.0	0.00	0.0	0.00	28.00
PETROLEOS MEXICANOS S.A.	0.0	0.00	0.0	0.00	0.0	0.00	0.0	0.00	0.0	0.00	0.00
PORT OF PUERTO RICO	0.0	0.00	0.0	0.00	0.0	0.00	0.0	0.00	13.8	1.04	13.80
PUGET SOUND TUG & BARGE CO.	0.0	0.00	0.0	0.00	0.0	0.00	0.2	0.01	0.0	0.00	0.25
SEA-LAND SERVICE, INC.	34.7	1.09	0.5	0.02	0.0	0.00	0.0	0.00	0.0	0.00	0.58
SEVEN SEAS FISHING CO.	0.9	0.02	0.0	0.00	0.0	0.00	0.0	0.00	0.0	0.00	0.00
SHANGHAI DREDGING CORP.	0.0	0.00	40.0	1.48	0.0	0.00	0.0	0.00	0.0	0.00	40.01
SITMAR CRUISES INC.	0.0	0.00	15.0	0.55	0.0	0.00	0.0	0.00	0.0	0.00	15.01
SITMAR CRUISES, INC.	0.0	0.00	0.0	0.00	1.2	0.04	5.6	0.30	0.0	0.00	6.87
STATE OF ALASKA	0.1	0.00	5.6	0.20	0.0	0.00	7.9	0.42	16.0	1.21	29.64
STATE OF WASHINGTON	20.0	0.63	4.5	0.16	4.5	0.17	0.0	0.00	0.0	0.00	9.03
SUN TRANSPORT	0.0	0.00	15.1	0.56	0.0	0.00	0.0	0.00	0.0	0.00	15.18
TARPON FISHERIES INC.	0.0	0.00	0.0	0.00	0.0	0.00	0.0	0.00	0.0	0.00	0.00
TEEKAY SHIPPING CO. INC.	0.0	0.00	1.0	0.03	0.0	0.00	0.0	0.00	0.0	0.00	1.00
TESORO REFINING ALASKA	0.0	0.00	0.5	0.01	0.0	0.00	0.0	0.00	0.0	0.00	0.50
TEXACO MARINE SERVICES, INC	26.6	0.84	0.0	0.00	0.0	0.00	0.0	0.00	0.0	0.00	0.00
TRINIDAD CORP.	0.0	0.00	0.0	0.00	3.0	0.11	0.0	0.00	0.0	0.00	3.02
U.S. ARMY	3.4	0.10	0.0	0.00	0.0	0.00	0.0	0.00	0.0	0.00	0.00
U.S. ARMY CORPS OF ENGINEER	12.5	0.39	0.3	0.01	3.1	0.12	10.0	0.53	0.0	0.00	13.41
U.S. COAST GUARD	94.3	2.99	115.0	4.25	97.5	3.80	99.9	5.38	87.3	6.60	399.98
U.S. MARITIME ADMINISTRATION	6.7	0.21	0.0	0.00	0.0	0.00	5.0	0.26	0.0	0.00	5.01
U.S. MARITIME ADMINISTRATION	0.0	0.00	0.0	0.00	0.0	0.00	8.4	0.45	1.4	0.11	9.85
UNION OIL	0.0	0.00	0.0	0.00	17.0	0.66	15.0	0.80	0.0	0.00	32.01
UNKNOWN	348.9	11.05	180.0	6.66	217.7	8.48	152.0	8.19	138.6	10.48	688.50
WEST COAST SHIPPING	2.6	0.08	0.0	0.00	3.2	0.12	0.0	0.00	0.0	0.00	3.25
ZEE ENTERPRISES	0.0	0.00	0.0	0.00	0.0	0.00	0.0	0.00	26.8	2.02	26.82
ZIDELL EXPLORATIONS, INC.	0.0	0.00	1.0	0.03	0.0	0.00	0.0	0.00	0.0	0.00	1.00
TOTAL	3157.0	99.81	2702.1	99.79	2565.0	99.86	1855.9	99.87	1322.1	99.93	8445.29

Northwest Marine Iron Works
Project 200

Description	Amount	Comments
Administration		
Nola Bogle	760	
Estimating/Engineering		
Al Dunk	3,750	
Hardy Scroggin	3,650	
Ralph Mitchell	3,750	
Kathy McMillan-Waters	3,000	
Dennis Chard	3,200	
Al Aubert	3,200	Transfer back to craft
Ed Adams	4,000	
Rusty Wright	4,000	
Brian McNicol	3,200	Transfer back to craft
Red Smith	3,500	
Systems		
Mike Silva	2,750	
Grace Cain	1,038	
Min-Shya King	2,500	
Document Control		
Sharon Donaldson	1,125	
Sandy Miller	1,038	
Accounting		
Donna Benjamin	1,500	
Payroll/Personnel		
Bob Stephens	1,038	
Quality Assurance		
Dick Maize	3,200	Transfer back to craft
Bill Skiens	3,200	Transfer back to craft
Chuck Sears	3,200	Transfer back to craft
Penelope Barratt	1,269	
Purchasing		
Terry Hendren	2,250	
Pat Mcquire	1,800	
Bryn Fazal		To secty position
Karon Rippe	1,330	
Jo Ellen Jones	1,125	
Barbara Tashkandy	1,800	
Joan Schmunk	1,035	
Consultants		
John Jozwick	4,500	25% reduction
Fred Maxwell	900	10% reduction
Ron Behrmann	600	10% reduction
Ball, Janick, et. al.	4,000	50% reduction
	2,000	25
NW Shop		
Valerie Sargent	1,208	
Ship Superintendents		
Don Sheridan		<i>Assume</i> Transfer to Facilities Maintenance
Joe Vetere	3,685	
Jim Lucia	3,685	
Pat Wolfe	3,200	Transfer back to craft
Pat Costello	3,370	
Bob McLaughlin	3,400	
Rod McLean	3,200	Transfer back to craft
Jim McClure	3,600	Transfer back to craft
Guy Vetere	3,300	Transfer back to craft
Corky Tracy	3,200	Transfer back to craft
Mel Berg	3,370	
Facilities Management/Transportation		
Ted Howell	3,656	Early retirement
Jerry Blakely	3,200	Transfer back to craft

Northwest Marine Iron Works
Project 200

Description	Amount	Comments
Crafts		
Patty James	1,038	
Jamie Shweikart	952	
Kimberlee Shattuck	1,038	
Debbie Bringman	1,038	
Michelle Brassle	1,038	
Diane Niemeyer	1,038	
Char Thompson	952	
Paula Olson	1,038	
Carolee McNatt	1,038	
Baine Wilson	1,038	
Kelly Fountain	1,038	
Safety		
Al Arquedas	3,600	
Bill Young	2,336	
Production overhead		
Warehouse	9,600	Reduce 9 to 86
Facilities Maintenance	22,400	Reduce 11 to 4 (2 addl if sub restroom cleanup)
	167,703	
Fringe(except medical)	16,770	10% + 5k
Excess bay space	6,000	
Two trailers	870	
	191,344	
Small tools, etc.	75,000	
	266,344	

(1) Will provide company-paid medical/dental for minimum of six months

NMIW TELEPHONE LISTING BY DEPARTMENT

ADMINISTRATIVE

550 Bill Zavin President
 547 Jim Coleman Exec. VP/Oper.
 320 Gil Miller Exec VP/Finance/Admin.
 549 Ivan Chandler Mgr Mrkt & Sales
 511 Nicholas Calley Sales Director
 243 John Jozwick Dir. of Contracts/Counsel
 325 Art Farr Consultant
 357 Dorothy Caldwell Admin. Secretary

GOVERNMENT PROJECTS

546 Don Nugent VP of Federal Contracting
 553 Gordon Newell Assistant Proj. Manager
 548 Greg Lind Assistant Proj. Manager
 231 Gerry Delaney Subcontracting Manager

ESTIMATING/ENGINEERING

239 George Riddle VP of Estimating
 244 Tom Saunders Project Manager ✓
 234 Al Dunk Project Manager ✓
 327 Hardy Scroggin Project Manager ✓
 232 Larry Germann Project Manager ✓
 235 Ralph Mitchell Project Manager ✓
 241 Terry Kingrey Project Manager
 365 Don Stevens Naval Architect
 356 Kathy McMillan-Waters Marine Designer ✓
 356 Dennis Chard Marine Designer ✓
 227 Jim Carrie Test Coordinator
 227 Ray Chumley SFOMS
 254 Terry Ronnigen Pipe Estimator
 250 Al Aubert Estimator ✓
 250 Scotty Blackmore Estimator
 250 Ed Adams Estimator
 331 Rusty Wright Estimator
 299 Brian McNicol Procurement Specialist
 293 Barb Adkins Est./Eng. Secretary

SYSTEMS DEPARTMENT

237 Gary Erb Systems Manager ✓
 247 Mike Silva Systems Analyst ✓
 248 Brenda Caldwell Oper. J/C
 245 Norm Willinger Project Planner
 245 John Biewener Programmer
 224 Terry Collins Operator
 224 Grace Cain D/E Operator ✓
 245 Min-Shya King Program Analyst ✓
 384 Al Amerio Mail Room

DOCUMENT CONTROL

551 Fran Chiossi Manager
 251 Betty Fischer Clerk

DOCUMENT CONTROL (CONTINUED)

240 Sharon Donaldson Clerk ✓
 240 Anna Duran Clerk ✓
 252 Sandy Miller Clerk ✓

ACCOUNTING DEPARTMENT

236 Ted Sharp Controller
 321 Joe O'Rourke Cost Manager
 281 Susan Ferro Gen. Accounts Manager ✓
 333 Suzette Brouillard Accounting Clerk
 253 Beverly Watson Costing
 370 Chani Proffitt A/P Clerk
 359 Donna Preuss A/P Clerk
 355 Donna Benjamin Bookkeeper
 281 Lynn VanSlyke Accountant

PAYROLL/PERSONNEL

542 Brodie Birch H/R Manager
 394 Charlotte Jenkins Payroll/Personnel
 326 Sheryl Guice Payroll Asst.
 344 Bob Stevens Badging ✓
 344 Paul LaLonde Badging ✓

QA DEPARTMENT

213 Rick Taylor Director
 214 Harvey Clayton Inspector
 214 Jerry Hooper Inspector
 206 Dick Maize Inspector ✓
 215 Jim Wallace Inspector
 215 Billie Skiens Inspector ✓
 307 Chuck Sears Inspector ✓
 212 Candi DeFord Secretary

PURCHASING DEPARTMENT

552 Bob Huget Materials Manager
 218 Terry Hendren Buyer ✓
 371 Lisa Migas Expeditor
 229 Vance Putnam Buyer
 323 Pat McGuire Buyer ✓
 230 Bryn Fazal Expeditor ✓
 223 Jo Ellen Jones (J.J.) Secretary ✓

SWITCHBOARD

0 Robin Gross Operator
 0 Bernie Sisneros Operator
 0 Sue Cates Operator
 0 Anna Duran Operator

CONSULTANTS

396 Fred Maxwell Consultant
 396 Ron Behrmann Consultant
 243 Nick Castorina Consultant

NMIW TELEPHONE LISTING BY DEPARTMENT

PRODUCTION DEPARTMENT

SHIP SUPERINTENDENTS

200	Lynn Mills	VP/Production	
210	Don Sheridan	Ship Superintendent	
211	Joe Vetere	Ship Superintendent	✓
219	Jim Lucia	Ship Superintendent	✓
209	Dave Sheridan	Ship Superintendent	
207	Pat Wolfe	Ship Superintendent	✓
207	John Gilmore	Ship Superintendent	
311	Bob Kunkel	Ship Superintendent	
379	Jon Sandstrom	Ship Superintendent	
280	Pat Costello	Ship Superintendent	✓
375	Bob McLaughlin	Ship Superintendent	✓
280	Rod MacLean	Ship Superintendent	✓
204	Jim McClure	Ship Superintendent	—
280	Doug Taylor	Ship Superintendent	
280	Guy Vetere	Ship Superintendent	✓
280	Jon Donner	Ship Superintendent	
204	Corky Tracy	Night Ship Superintendent	✓
280	Mel Berg	Night Ship Superintendent	✓
202	Elva Moen	Secretary	

FACILITIES PLANT MANAGER

201	Ted Howell	Plant Manager
-----	------------	---------------

CRAFT 1 - ELECTRICIANS

255	Walt Haywood	Superintendent
343	Norm Wilmot	Foreman
256	Paul McClelland	Foreman
256	Dan Wilson	Foreman
258	Dave Taylor	Maint. Foreman
257	Peggy Hoyt	Tool Room

CRAFT 2 - SHEETMETAL

292	Conny Dahlen	Superintendent
294	Lyn Nutter	Foreman
295	Bo Hendriksbo	Foreman
295	Deak Brown	Foreman
378	Dick Clark	Foreman
292	Char Thompson	Secretary

CRAFT 3 - TRANSPORTATION

201	Ted Howell	Superintendent
298	Jerry Kiel	Foreman
296	Dave King	Dispatcher
296	Jerry Blakely	Relief Dispatcher

CRAFT 6 - CARPENTERS

291	Conny Dahlen	Superintendent
322	Bill Hall	Foreman
322	Don Bryan	Foreman
322	Trent Dibble	Foreman
322	Dave English	Foreman
291	Patty James	Secretary

CRAFT 7 - PIPE SHOP

301	Roy McKay	Superintendent
302	Vern Harguth	Foreman
283	Maurice Eide	Coordinator
367	Norm Burnett	Foreman
368	Merlyn Bennett	Foreman
282	Kimberlee Shattuck	Secretary

CRAFT 8 - LABORERS

259	Ray Coury	Superintendent
260	Vern Plass	Foreman
260	R.L. Jones	Foreman
260	George Fassilis	Foreman
260	Terry Shoals	Foreman
260	Jon Fassilis	Foreman
260	Ron James	Swing Foreman
261	Debbie Bringman	Secretary

CRAFT 9 - PAINTERS

259	Ray Coury	Superintendent
260	Glenn Murray	Foreman
260	Evans Fassilis	Foreman
350	Bill Youngson	Foreman
260	Gerald Becker	Swing Foreman
261	Debbie Bringman	Secretary

CRAFT 10 - SANDBLASTERS

259	Ray Coury	Superintendent
260	Carl Winsor	Foreman
260	Ed Dryoff	Foreman
260	Chuck Sumner	Swing Foreman
261	Debbie Bringman	Secretary

CRAFT 11 - BOILERMAKERS

285	Ed Eckelhoff	Superintendent
285	Russ Niemeyer	Foreman
340	Wayne Hall	Planner
287	Bill Niemeyer	Foreman
289	Chuck Leavy	Foreman
286	Diane Niemeyer	Secretary

**NMIW TELEPHONE LISTING
BY DEPARTMENT****PRODUCTION DEPARTMENT****CRAFT 14 - MACHINISTS**

262	Herman Miller	Superintendent
353	Walter Dickson	Foreman
353	Earnest Dickson	Foreman
310	Larry Amato	Foreman
353/265	Roy Ellis	Swing Foreman
304/351	Phil Rasler	Foreman
264	Harry Dingman	Foreman
263	Paula Olson	Secretary
263	Carolee McNatt	Swing Secretary

CRAFT 13 - VALVE SHOP

262	Herman Miller	Superintendent
304/351	Phil Rasler	Foreman
351	Charlie Spencer	Foreman
351	Michelle Brassel	Secretary

CRAFT 15 - WAREHOUSE

552	Bob Huget	Superintendent
300	Rudy Paulson	Foreman

CRAFT 15 - WAREHOUSE (CONTINUED)

307	Terry McGilvra	Leadman
297	Don Emerson	Leadman
352	Ty Miller	CJ

CRAFT 17 - RIGGERS

267	Jim McClure	Superintendent
266	Steve Renfro	Foreman
266	Baine Wilson	Secretary

SAFETY DEPARTMENT

217	Al Arguedas	Director
397	Bo Williams	Coordinator
397	Bob Taylor	C Person
397	Rene Garrett	C Person
397	Tom O'Kelley	C Person
397	Ken Semore	C person
397	Bill Young	Inspector

Project 200

- Mission - To maintain a reduced ongoing Capability that can expand to meet business environment
- Considerations:
 - Complete OKINAWA
 - H/A planning team
 - NTU Proposal Team
 - Projected workload
- Project 200 implementation
 - ^{Salary} People List
 - Retain Multifaceted Resources.
 - Reduce Rentals .. POP + Charge Review.
 - Reduce Low-accounts to min .. Low equiv
 - Reduce PO resources + Hirecuts for remainder
 - people
 - mat'l.
 - Combine functions
 - Reduce Craft OH
 - Material / Safety / Transportation / DP

Run on 10/05/88 at 10:49

Jobno	PT	PRD Hours	M. P. D.	Prod Hrs	O. T. Hrs
1000		0.0	0.0	3410.5	138.5
1001 <i>Electrical</i>		8.0	1.0	1143.0	1.5
1002		0.0	0.0	404.5	1.0
1003		0.0	0.0	13.0	1.0
1006		0.0	0.0	178.0	6.0
1007 <i>Pipe</i>		24.0	3.0	959.5	12.0
1008		0.0	0.0	231.5	1.5
1009		0.0	0.0	18.5	0.5
1010		0.0	0.0	14.5	0.5
1011 <i>Borders roads</i>		22.0	2.8	2687.0	552.0
1013		0.0	0.0	120.0	6.0
1014 <i>Machinist</i>		25.0	3.1	2198.0	80.0
1015 <i>Warehouse</i>		72.0	9.0	8525.0	420.5
1017 <i>Riggers</i>		16.0	2.0	832.5	4.5
1021		0.0	0.0	1808.5	234.0
1025 <i>Facilities maint.</i>		85.0	10.6	7016.0	87.0
1030		9.0	1.1	834.0	107.0
TOTAL		261.0	32.6	30394.0	1653.5

COMMAND

NORMARINE PTL

4997997DOCKUI

MSG. NO. 22151

2 DECEMBER 1988

TO: NORTHWEST MARINE IRON WORKS
PORTLAND, OR

ATTN: MR. NICK CALLEY

RE: M/V "DOCK EXPRESS VIRGINIA" CONVERSION PROJECT

ON BEHALF OF DOCK EXPRESS CONTRACTORS, I WOULD LIKE TO TAKE
THIS OPPORTUNITY TO THANK YOU FOR SUBMITTING YOUR BID PACKAGE
FOR THE CONVERSION OF THE M/V "DOCK EXPRESS VIRGINIA".

WE HAVE COMPLETED OUR REVIEW OF ALL BIDS SUBMITTED AND HAVE
IDENTIFIED A SHORT LIST OF CANDIDATE SHIPYARDS FOR FURTHER
NEGOTIATION. NORTHWEST MARINE IRON WORKS HAS NOT BEEN INCLUDED
ON OUR SHORT LIST. SHOULD CIRCUMSTANCES CHANGE, WE WILL
CONTACT YOU TO DISCUSS THE MATTER FURTHER.

WE CERTAINLY APPRECIATE YOUR KEEN INTEREST IN THE M/V "DOCK
EXPRESS VIRGINIA" CONVERSION AND WE LOOK FORWARD TO YOUR
PARTICIPATION IN FUTURE PROJECTS OF MUTUAL INTEREST.

THANK YOU VERY MUCH FOR YOUR KIND CONSIDERATION.

KIND REGARDS,
DOCK EXPRESS CONTRACTORS, INC.

JAMES E. MCDOWELL
DIRECTOR OF SPECIAL PROJECTS
NNNN

NORMARINE PTL
.....4997997DOCKUI

COMMAND

205

OVERSEAS JUNEAU

N.W.	2,442,174	24 CD
C.G.	1,660,000	18 CD
W.S.I.	1,371,000	12 CD
	INCL. 62,000 P.T.	

PHILIPPINES 716,000 30 C.D.

R 072344Z JUL 88 ZYB

FM COMNAVSURFPAC SAN DIEGO CA (COMMANDER NAVAL SURFACE FORCE PACIFIC)

TO RHWZMQQ/USS PAUL F FOSTER

RHWIHA/SUPSHIP SEATTLE WA

RUCLRFA/NORTHWEST MARINE IRON WORKS

5555 N CHANNEL AVENUE BLDG 2

PORTLAND OR 97217

INFO RUENAAAA/CNO WASHINGTON DC (CHIEF OF NAVAL OPERATIONS)

RHHMBRA/CINCPACFLT PEARL HARBOR HI (COMMANDER IN CHIEF U.S. PACIFIC FLEET)

RULSSAA/COMNAVSEASYS COM WASHINGTON DC (COMMANDER NAVAL SEA SYSTEMS COMMAND)

RUWDXAA/COMDESRON THREE THREE (COMMANDER DESTROYER SQUADRON 33)

ACCT NA-CNRF

UNCLAS //N04710//

SUBJ: ROH COMPLETION

A. SUPSHIP SEATTLE WA 051658Z JUL 88 NOTAL

1. NAVSEA for PMS 314 and SEA 07. OPNAV for OP321.
2. Ref A reports completion of USS PAUL F. FOSTER'S FY 87 regular overhaul at Northwest Marine Iron Works Portland, Oregon at originally scheduled CNO completion date 1 July 1988.
3. As the first such on-time redelivery of a PACFLT SPRUANCE Class ship from the massive Vertical Launch System (VLS)/SQQ-89/LAMPS MK III ShipAlt package special recognition is in order.
4. For PAUL F. FOSTER: Your in-depth management and detailed involvement in the successful accomplishment of the complex out-of-homeport overhaul was refreshing to observe. You have optimized my guidance in taking responsibility for your availability. PAUL F. FOSTER'S LOE performance was superlative as have been all evolutions during this past demanding year. You have been innovative and tenacious in accomplishing training, upgrading your supply support and in maintaining shipboard cleanliness and safety.
5. For SupShip Seattle: Your on-site team has set new standards for project management in the professional administration of a dynamic, interdependent overhaul package. The maintaining of PAUL F. FOSTER'S contract current on an almost daily basis has protected the rights of the Government and the contractor while concurrently satisfying all customers.
6. For NMIW: We know who ultimately "turns the wrenches" to get out the ship. By my personal observation, NMIW has come the farthest of any West Coast private sector contractor in taking aboard my Navy ship repair cost-saving initiatives while continuing to provide responsive quality workmanship. As the Rose Festival demonstrates to my visiting ships each year, Portland is a super host city. Keep up the good work.
7. VAdm G. W. Davis Jr.



DEPARTMENT OF THE NAVY

MILITARY SEALIFT COMMAND, PACIFIC
OAKLAND, CALIFORNIA 94625-5010

IN REPLY REFER TO:

16 August 1988

Mr. William H. Zavín
President
Northwest Marine Iron Works
555 North Channel
Portland, Oregon 97217

Dear Mr. Zavín,

As I conclude my tour as Commander, Military Sealift Command, Pacific I would like to take this opportunity to express my appreciation to you and your fine company for the uniformly outstanding repair work you have provided during overhauls of seven MSCPAC ships on my watch. The performance of your ship repair team, including senior management, shipboard supervisors, and skilled labor has left nothing to be desired. Their responsiveness, and their willingness to work hand-in-hand with my on-site engineers, contracting officers and ship's force personnel have resulted in highly productive and cost effective repair periods. Through your efforts, the material readiness of my ships has been significantly enhanced.

I would like to wish you and your company every success in your future endeavors.

Sincerely yours,

A handwritten signature in black ink, appearing to read "W. T. Dannheim", is written over the typed name.

WILLIAM T. DANNHEIM



4/10

DEPARTMENT OF THE NAVY
SUPERVISOR OF SHIPBUILDING, CONVERSION, AND REPAIR, USN
SEATTLE, WASHINGTON 98115-5003

IN REPLY REFER TO:
NH85-8197/DD964
Ser 401-4512
08 Nov 88

From: Supervisor of Shipbuilding, Conversion, and Repair, USN, Seattle
To: Commander, Naval Sea Systems Command (PMS 314)

Subj: USS PAUL F. FOSTER (DD-964) CONTRACT NO0024-85-H-8197 JOB ORDER EH29
PERFORMANCE FEE EVALUATION BOARD REPORT; FIFTH PERIOD

Ref: (a) Clause H-20 Determination of Performance Fee

1. The subject Performance Fee Evaluation Board (PFEB) convened on 03 November 1988 and evaluated the contractor's performance on subject contract for the fifth period, 01 May 1988 through 29 September 1988.

2. The PFEB recommends a numerical rating of 98.8% and an adjective rating of Excellent, based on three category scores weighted in accordance with paragraph (f), reference (a) as follows:

a. Schedule Performance: Numerical rating of 100%

(1) Areas of Commendable Performance:

(a) The contractor met all planned milestones for this period with the most significant being LOE, Sea Trials, and Completion of ROH.

(b) The contractor has had an outside consultant review his scheduling and progressing system and has begun implementation of the recommendations, albeit too late for this overhaul. Nevertheless, this is a positive step forward for the contractor.

(c) The contractor has been effective in integrating his work with that of ship's force to meet milestones during this period.

(d) The contractor's effort in assisting ship's force to prepare for sea trials was outstanding, considering manning was low at this point in the ROH.

(e) The contractor's responses to sea trial related problems were commendable.

(f) The contractor was very responsive to last minute VLS problems/discrepancies upon receipt of contract changes.

b. Technical Performance: Numerical rating of 98%

(1) Areas of Commendable Performance:

(a) The contractor demonstrated excellent effectiveness in fulfilling the in-process, as well as at-completion, quality requirements of the contract. Corrective action requests were responded to in a timely manner.

Subj: USS PAUL F. FOSTER (DD-964) CONTRACT N00024-85-H-8197 JOB ORDER EH29
PERFORMANCE REVIEW BOARD EVALUATION REPORT; FIFTH PERIOD

(b) The contractor's performance in the area of completing aviation facility deficiencies, both contractor and government, was commendable, enabling certification of the helicopter flight deck prior to sea trials.

(c) The contractor's effectiveness of repairs and alterations was demonstrated by the way the ship was able to complete its post repair testing and exercises within the originally scheduled time frames. There were no warranty items identified which required more than 24 hours to correct.

(d) The ASW systems major Ship Alteration installations were tested with excellent results during sea trials.

(e) The contractor's correction of identified warranty items was excellent.

(f) The contractor has responded in a positive manner to specific requests on safety, preservation, and cleanliness problems. He has continued to attempt to maintain the ship in a clean state to meet the terms of the contract.

(g) The Propulsion Examining Board graded the USS PAUL F. FOSTER one of the highest they had ever seen. While this is not all due to contractor efforts, it certainly could not have been done without the superlative effort of NMW.

(h) The contractor's quality assurance department has done an outstanding job of observing and reporting discrepancies for correction in on-going work in the weapons area of this overhaul.

(i) The contractor's warehouse personnel remained extremely cooperative. Identification of GFM was accurate and timely. These personnel went out of their way to see that all last minute emergent material was onboard USS PAUL F. FOSTER prior to sail away.

(j) The warehouse was orderly during the entire contract period. Material was always easily located.

C. Management Performance: Numerical rating of 98%

(1) Areas of Commendable Performance:

(a) The contractor has provided pricing data for changes under \$100,000, when requested, in a timely manner and has normally been willing to negotiate fair and reasonable prices.

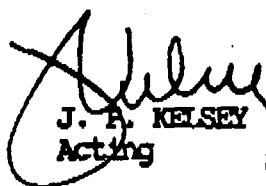
(b) Rarely has anyone associated with this overhaul seen a worker not performing.

Subj: USS PAUL F. FOSTER (DD-964) CONTRACT N00024-85-H-8197 JOB ORDER EH29
PERFORMANCE FEE BOARD EVALUATION REPORT; FIFTH PERIOD

(c) The contractor's management organization was very effective in preventing schedule slippage by shifting manpower to resolve emerging problems. This was especially apparent in the LOE, Aviation Certification inspection, and Sea Trial discrepancy correction areas.

(d) The USS PAUL F. FOSTER was completed on time with excellent quality at a reasonable price.

3. This is the final performance fee board report for an exceptionally successful overhaul.


J. A. KELSEY
Acting

Copy to:
COMDESRON THREE THREE
COMNAVSURFPAC N4

R 072344Z JUL 88 ZYB

FM COMNAVSURFPAC SAN DIEGO CA (COMMANDER NAVAL SURFACE FORCE PACIFIC)

TO RHWZMQQ/USS PAUL F FOSTER

RHWIHA/SUPSHIP SEATTLE WA

RUCLRFA/NORTHWEST MARINE IRON WORKS

5555 N CHANNEL AVENUE BLDG 2

PORTLAND OR 97217

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RUWDXAA/COMDESRON THREE THREE (COMMANDER DESTROYER SQUADRON 33)

ACCT NA-CNRF

UNCLAS //N04710//

SUBJ: ROH COMPLETION

A. SUPSHIP SEATTLE WA 051658Z JUL 88 NOTAL

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2. Ref A reports completion of USS PAUL F. FOSTER'S FY 87 regular overhaul at Northwest Marine Iron Works Portland, Oregon at originally scheduled CNO completion date 1 July 1988.

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7. VAdm G. W. Davis Jr.



DEPARTMENT OF THE NAVY

MILITARY SEALIFT COMMAND, PACIFIC
OAKLAND, CALIFORNIA 94625-5010

IN REPLY REFER TO:

16 August 1988

Mr. William H. Zavín
President
Northwest Marine Iron Works
555 North Channel
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I would like to wish you and your company every success in your future endeavors.

Sincerely yours,

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WILLIAM T. DANNHEIM

SI043257
NWMAR140053



DEPARTMENT OF THE NAVY
SUPERVISOR OF SHIPBUILDING, CONVERSION, AND REPAIR, USN
SEATTLE, WASHINGTON 98115-5003

410—
IN REPLY REFER TO:
NHB5-8197/DD964
Ser 401-4512
06 Nov 88

From: Supervisor of Shipbuilding, Conversion, and Repair, USN, Seattle
To: Commander, Naval Sea Systems Command (PMS 314)

Subj: USS PAUL F. FOSTER (DD-964) CONTRACT N00024-85-H-8197 JOB ORDER EH29
PERFORMANCE FEE EVALUATION BOARD REPORT; FIFTH PERIOD

Ref: (a) Clause H-20 Determination of Performance Fee

1. The subject Performance Fee Evaluation Board (PFEB) convened on 03 November 1988 and evaluated the contractor's performance on subject contract for the fifth period, 01 May 1988 through 29 September 1988.

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Subj: USS PAUL F. FOSTER (DD-964) CONTRACT N00024-85-H-8197 JOB ORDER ZH29
PERFORMANCE FEE BOARD EVALUATION REPORT; FIFTH PERIOD

(b) The contractor's performance in the area of completing aviation facility deficiencies, both contractor and government, was commendable, enabling certification of the helicopter flight deck prior to sea trials.

(c) The contractor's effectiveness of repairs and alterations was demonstrated by the way the ship was able to complete its post repair testing and exercises within the originally scheduled time frames. There were no warranty items identified which required more than 24 hours to correct.

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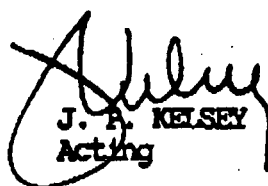
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Subj: USS PAUL F. FOSTER (DD-964) CONTRACT N00024-85-H-8197 JOB ORDER EH29
PERFORMANCE FEE BOARD EVALUATION REPORT; FIFTH PERIOD

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J. A. KELSEY
Acting

Copy to:
COMDESRON THREE THREE
COMNAVSURFPAC N4

R 072344Z JUL 88 ZYB

FM COMNAVSURFPAC SAN DIEGO CA (COMMANDER NAVAL SURFACE FORCE PACIFIC)
TO RHWZMQQ/USS PAUL F FOSTER
RHWIHHHA/SUPSHIP SEATTLE WA
RUCLRFA/NORTHWEST MARINE IRON WORKS
5555 N CHANNEL AVENUE BLDG 2
PORTLAND OR 97217

INFO RUENAAAA/CNO WASHINGTON DC (CHIEF OF NAVAL OPERATIONS)
RHHMBRA/CINCPACFLT PEARL HARBOR HI (COMMANDER IN CHIEF U.S. PACIFIC FLEET)
RULSSAA/COMNAVSEASYS COM WASHINGTON DC (COMMANDER NAVAL SEA SYSTEMS
COMMAND)

RUWDXAA/COMDESRON THREE THREE (COMMANDER DESTROYER SQUADRON 33)

ACCT NA-CNRF

UNCLAS //N04710//

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6. For NMIW: We know who ultimately "turns the wrenches" to get out the ship. By my personal observation, NMIW has come the farthest of any West Coast private sector contractor in taking aboard my Navy ship repair cost-saving initiatives while continuing to provide responsive quality workmanship. As the Rose Festival demonstrates to my visiting ships each year, Portland is a super host city. Keep up the good work.
7. VAdm G. W. Davis Jr.

SI043261

NWMAR140057



DEPARTMENT OF THE NAVY

MILITARY SEALIFT COMMAND, PACIFIC
OAKLAND, CALIFORNIA 94625-5010

IN REPLY REFER TO:

16 August 1988

Mr. William H. Zavín
President
Northwest Marine Iron Works
555 North Channel
Portland, Oregon 97217

Dear Mr. Zavín,

As I conclude my tour as Commander, Military Sealift Command, Pacific I would like to take this opportunity to express my appreciation to you and your fine company for the uniformly outstanding repair work you have provided during overhauls of seven MSCPAC ships on my watch. The performance of your ship repair team, including senior management, shipboard supervisors, and skilled labor has left nothing to be desired. Their responsiveness, and their willingness to work hand-in-hand with my on-site engineers, contracting officers and ship's force personnel have resulted in highly productive and cost effective repair periods. Through your efforts, the material readiness of my ships has been significantly enhanced.

I would like to wish you and your company every success in your future endeavors.

Sincerely yours,

A handwritten signature in black ink, appearing to read "W. T. Dannheim", is written over the typed name.

WILLIAM T. DANNHEIM



DEPARTMENT OF THE NAVY
SUPERVISOR OF SHIPBUILDING, CONVERSION, AND REPAIR, USN
SEATTLE, WASHINGTON 98115-5003

470
IN REPLY REFER TO:
NH85-8197/DD964
Ser 401-4512
08 Nov 88

From: Supervisor of Shipbuilding, Conversion, and Repair, USN, Seattle
To: Commander, Naval Sea Systems Command (PMS 314)

Subj: USS PAUL F. FOSTER (DD-964) CONTRACT NO0024-85-H-8197 JOB ORDER EH29
PERFORMANCE FEE EVALUATION BOARD REPORT; FIFTH PERIOD

Ref: (a) Clause H-20 Determination of Performance Fee

1. The subject Performance Fee Evaluation Board (PFEB) convened on 03 November 1988 and evaluated the contractor's performance on subject contract for the fifth period, 01 May 1988 through 29 September 1988.

2. The PFEB recommends a numerical rating of 98.8% and an adjective rating of Excellent, based on three category scores weighted in accordance with paragraph (f), reference (a) as follows:

a. Schedule Performance: Numerical rating of 100%

(1) Areas of Commendable Performance:

(a) The contractor met all planned milestones for this period with the most significant being LOE, Sea Trials, and Completion of ROH.

(b) The contractor has had an outside consultant review his scheduling and progressing system and has begun implementation of the recommendations, albeit too late for this overhaul. Nevertheless, this is a positive step forward for the contractor.

(c) The contractor has been effective in integrating his work with that of ship's force to meet milestones during this period.

(d) The contractor's effort in assisting ship's force to prepare for sea trials was outstanding, considering manning was low at this point in the ROH.

(e) The contractor's responses to sea trial related problems were commendable.

(f) The contractor was very responsive to last minute VLS problems/discrepancies upon receipt of contract changes.

b. Technical Performance: Numerical rating of 98%

(1) Areas of Commendable Performance:

(a) The contractor demonstrated excellent effectiveness in fulfilling the in-process, as well as at-completion, quality requirements of the contract. Corrective action requests were responded to in a timely manner.

Subj: USS PAUL F. FOSTER (DD-964) CONTRACT N00024-85-H-8197 JOB ORDER EH29
PERFORMANCE FEE BOARD EVALUATION REPORT; FIFTH PERIOD

(b) The contractor's performance in the area of completing aviation facility deficiencies, both contractor and government, was commendable, enabling certification of the helicopter flight deck prior to sea trials.

(c) The contractor's effectiveness of repairs and alterations was demonstrated by the way the ship was able to complete its post repair testing and exercises within the originally scheduled time frames. There were no warranty items identified which required more than 24 hours to correct.

(d) The ASW systems major Ship Alteration installations were tested with excellent results during sea trials.

(e) The contractor's correction of identified warranty items was excellent.

(f) The contractor has responded in a positive manner to specific requests on safety, preservation, and cleanliness problems. He has continued to attempt to maintain the ship in a clean state to meet the terms of the contract.

(g) The Propulsion Examining Board graded the USS PAUL F. FOSTER one of the highest they had ever seen. While this is not all due to contractor efforts, it certainly could not have been done without the superlative effort of NMW.

(h) The contractor's quality assurance department has done an outstanding job of observing and reporting discrepancies for correction in on-going work in the weapons area of this overhaul.

(i) The contractor's warehouse personnel remained extremely cooperative. Identification of GPM was accurate and timely. These personnel went out of their way to see that all last minute emergent material was onboard USS PAUL F. FOSTER prior to sail away.

(j) The warehouse was orderly during the entire contract period. Material was always easily located.

C. Management Performance: Numerical rating of 98%

(1) Areas of Commendable Performance:

(a) The contractor has provided pricing data for changes under \$100,000, when requested, in a timely manner and has normally been willing to negotiate fair and reasonable prices.

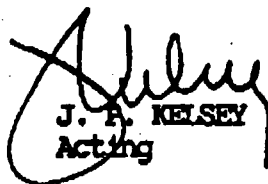
(b) Rarely has anyone associated with this overhaul seen a worker not performing.

Subj: USS PAUL F. FOSTER (DD-964) CONTRACT N00024-85-H-8197 JOB ORDER EH29
PERFORMANCE FEE BOARD EVALUATION REPORT; FIFTH PERIOD

(c) The contractor's management organization was very effective in preventing schedule slippage by shifting manpower to resolve emerging problems. This was especially apparent in the LOE, Aviation Certification inspection, and Sea Trial discrepancy correction areas.

(d) The USS PAUL F. FOSTER was completed on time with excellent quality at a reasonable price.

3. This is the final performance fee board report for an exceptionally successful overhaul.


J. A. KELSEY
Acting

Copy to:
COMDESRON THREE THREE
COMNAVSURFPAC N4

cc: Coleman
Zavin
Sogwilde - file
Miller



DEPARTMENT OF THE NAVY

MILITARY SEALIFT COMMAND, PACIFIC
OAKLAND, CALIFORNIA 94625-5010

IN REPLY REFER TO:

P-10-1
09 December 1988

Northwest Maritime Iron Works
5555 N. Channel Ave., Bldg. 2
Portland, OR 97217

Subj: CONTRACT NO. N62383-89-C-0007 (RFP NO. N62383-88-R-0014);
USNS OBSERVATION ISLAND

Gentlemen:

This is to inform you that the apparent successful small business offeror on the subject contract is West State, Inc. who is located in Portland, Oregon.

In accordance with Federal Acquisition Regulation 15.1001, the Government will not consider any subsequent revision of the unsuccessful proposal.

No response is required unless there is a basis for a challenge to the small business size status of the apparently successful offeror referenced above.

Sincerely,

A handwritten signature in cursive script, reading "Albert T. Lawrence", is positioned above the typed name.

ALBERT T. LAWRENCE
Contracting Officer

SI043334
NWMAR140063

STATUS: OPEN

SORTED BY EXPENSE CODE

NEED

PO #	XCOD	DATE	VENDOR	GEN DESC	P.O. \$	P.O. QTY	COMMIT \$	RCV S QTY T	INVOICE \$ T	S R.T.V. S CREDIT \$ T
90000	99	3/09/89	PLUMBER, STEAMFITT	* PMT FI *	0.00	0	167,256.65	0	167,256.65	0.00
48183	10	3/16/89	PACORD, INC.	* PMT FI *	0.00	0	235,507.00	0	235,507.00	0.00
90000	99	3/09/89	BOILERMAKER-BLACKS	* PMT FI *	0.00	0	255,401.91	0	255,401.91	0.00
46465	15	3/07/89	FIRST INTERSTATE B	* PMT FI *	0.00	0	362,243.29	0	362,243.29	0.00
64416	28	3/07/89	WILLAMETTE SAVINGS	* PMT FI *	0.00	0	489,488.35	0	489,488.35	0.00
90000	99	3/07/89	PORT OF PORTLAND	* PMT FI *	0.00	0	1,633,116.64	0	1,633,116.64	0.00
60452	10	3/31/89	SAIF CORP	* PMT FI *	0.00	0	1,998,326.59	0	1,998,326.59	0.00

223 P.O.'S FOR JOB

JOB TOTALS:

0.00

0

7,327,779.65

0

7,327,779.65

0.00

STATUS: OPEN

SORTED BY EXPENSE CODE

PO #	XCOD	NEED DATE	VENDOR	GEN DESC	P.O. \$	P.O. QTY	COMMIT \$	RCV S QTY T	S INVOICE \$ T	R.T.V. CREDIT \$ T	S
59272	10	3/10/89	GENERAL ELECTRIC C	* PMT FI *	0.00	0	8,603.55	0	8,603.55	0.00	
63884	18	3/23/89	ART ANDERSON ASSOC	* PMT FI *	0.00	0	9,081.11	0	9,081.11	0.00	
57708	10	3/10/89	DRESSER-RAND COMPA	* PMT FI *	0.00	0	9,490.15	0	9,490.15	0.00	
64094	18	3/27/89	BALL, JANIK, & NOV	* PMT FI *	0.00	0	9,910.96	0	9,910.96	0.00	
61716	10	3/31/89	NORTHWEST NATURAL	* PMT FI *	0.00	0	10,053.89	0	10,053.89	0.00	
90000	80	3/15/89	US WEST COMMUNICAT	* PMT FI *	0.00	0	11,403.13	0	11,403.13	0.00	
64157	17	12/22/88	DAVIS INDUSTRIAL P	* PMT FI *	0.00	0	12,558.17	0	12,558.17	0.00	
61136	16	3/10/89	GASKET TECHNOLOGY	* PMT FI *	0.00	0	13,139.44	0	13,139.44	0.00	
63727	10	8/31/88	SCIENCO SYSTEMS IN	* PMT FI *	0.00	0	13,269.78	0	13,269.78	0.00	
59973	10	2/27/89	METRA STEEL CO.	* PMT FI *	0.00	0	13,379.66	0	13,379.66	0.00	
90000	99	3/10/89	WESTINGHOUSE ELECT	* PMT FI *	0.00	0	13,431.44	0	13,431.44	0.00	
90000	99	3/23/89	PRIME COMPUTER	* PMT FI *	0.00	0	14,341.96	0	14,341.96	0.00	
90000	99	3/09/89	BOILERMAKERS TRNG	* PMT FI *	0.00	0	14,397.08	0	14,397.08	0.00	
53762	15	3/07/89	PRIESTLEY OIL & CH	* PMT FI *	0.00	0	14,596.19	0	14,596.19	0.00	
57983	28	3/10/89	BURNS INT'L SECURI	* PMT FI *	0.00	0	15,038.22	0	15,038.22	0.00	
55595	10	10/27/88	RAMPMASTER, INC.	* PMT FI *	0.00	0	15,996.00	0	15,996.00	0.00	
48547	10	3/10/89	SPECIAL-T-METALS	* PMT FI *	0.00	0	17,816.42	0	17,816.42	0.00	
59435	18	3/10/89	AMERICAN STEEL	* PMT FI *	0.00	0	18,214.74	0	18,214.74	0.00	
90000	99	3/09/89	SHEET METAL TRUST	* PMT FI *	0.00	0	18,594.45	0	18,594.45	0.00	
90000	99	3/17/89	PROPULSION CONTROL	* PMT FI *	0.00	0	18,612.66	0	18,612.66	0.00	
64333	17	3/10/89	CROSBY & OVERTON,	* PMT FI *	0.00	0	18,897.50	0	18,897.50	0.00	
90000	70	3/10/89	LIBERTY EQUIPMENT	* PMT FI *	0.00	0	18,957.43	0	18,957.43	0.00	
57710	18	3/31/89	AIR PRODUCTS & CHE	* PMT FI *	0.00	0	20,193.28	0	20,193.28	0.00	
90000	99	3/10/89	STANLEY VIDMAR, IN	* PMT FI *	0.00	0	20,487.03	0	20,487.03	0.00	
64002	10	3/17/89	JIGGS' FLOORS	* PMT FI *	0.00	0	21,227.00	0	21,227.00	0.00	
90000	99	3/07/89	SHAVER TRANSPORT C	* PMT FI *	0.00	0	21,753.30	0	21,753.30	0.00	
55709	18	3/10/89	AMERICAN TAR CO.	* PMT FI *	0.00	0	22,148.94	0	22,148.94	0.00	
90000	99	3/09/89	WESTRN CONF OF TMS	* PMT FI *	0.00	0	22,461.20	0	22,461.20	0.00	
90000	99	3/10/89	FRASER BOILER & DI	* PMT FI *	0.00	0	22,606.00	0	22,606.00	0.00	
62906	10	3/16/89	HYDRAULIC OUTFITTE	* PMT FI *	0.00	0	23,677.64	0	23,677.64	0.00	
90000	99	3/09/89	SHEETMETAL WORKERS	* PMT FI *	0.00	0	24,471.51	0	24,471.51	0.00	
55710	18	3/23/89	FRED S JAMES & CO	* PMT FI *	0.00	0	24,999.99	0	24,999.99	0.00	
90000	99	3/10/89	J & H MARINE	* PMT FI *	0.00	0	25,341.26	0	25,341.26	0.00	
59326	10	3/16/89	NORTHWEST AIR GAS	* PMT FI *	0.00	0	25,347.80	0	25,347.80	0.00	
59927	10	11/16/88	FAMILIAN NORTHWEST	* PMT FI *	0.00	0	25,663.25	0	25,663.25	0.00	
52860	18	11/30/88	LIPS PROPELLERS	* PMT FI *	0.00	0	26,710.00	0	26,710.00	0.00	
90000	99	3/29/89	MODULAIRE IND W/M	* PMT FI *	0.00	0	28,074.00	0	28,074.00	0.00	
64419	10	3/29/89	PORTLAND GENERAL E	* PMT FI *	0.00	0	30,299.82	0	30,299.82	0.00	
53853	15	3/10/89	SANDERSON SAFETY S	* PMT FI *	0.00	0	39,407.92	0	39,407.92	0.00	
90000	99	3/09/89	PLUMBERS & PIPEFIT	* PMT FI *	0.00	0	47,753.20	0	47,753.20	0.00	
64275	10	3/10/89	C. H. MURPHY INC.	* PMT FI *	0.00	0	48,781.90	0	48,781.90	0.00	
80000	28	11/30/88	NORVAC SERVICES, I	* PMT FI *	0.00	0	52,785.86	0	52,785.86	0.00	
63968	10	3/10/89	ALLWASTE ASBESTOS	* PMT FI *	0.00	0	55,300.00	0	55,300.00	0.00	
61284	10	3/10/89	RELIANCE ELECTRIC	* PMT FI *	0.00	0	55,393.00	0	55,393.00	0.00	
80000	70	3/10/89	TANO MARINE SYSTEM	* PMT FI *	0.00	0	58,898.00	0	58,898.00	0.00	
90000	99	3/09/89	MARINE CARPENTERS	* PMT FI *	0.00	0	60,571.95	0	60,571.95	0.00	
90000	99	3/09/89	IBEW PAC COAST PEN	* PMT FI *	0.00	0	64,452.00	0	64,452.00	0.00	
58184	10	3/17/89	M. ROSENBLATT & SO	* PMT FI *	0.00	0	64,895.72	0	64,895.72	0.00	
44445	10	3/16/89	AMSCO REFRIGERATIO	* PMT FI *	0.00	0	65,668.50	0	65,668.50	0.00	
64235	10	3/27/89	TAX COLLECTIONS MU	* PMT FI *	0.00	0	81,643.31	0	81,643.31	0.00	
90000	99	11/30/88	LITTON SYSTEMS INC	* PMT FI *	0.00	0	93,631.20	0	93,631.20	0.00	
63352	17	3/10/89	NORTHWEST COPPER W	* PMT FI *	0.00	0	95,857.52	0	95,857.52	0.00	
63577	10	3/10/89	FONTANA MACHINE &	* PMT FI *	0.00	0	115,345.00	0	115,345.00	0.00	
80000	99	3/23/89	MARSH & MCLENNAN I	* PMT FI *	0.00	0	155,750.00	0	155,750.00	0.00	

STATUS: OPEN SORTED BY EXPENSE CODE

PO #	XCOD	NEED DATE	VENDOR	GEN DESC	P.O. \$	P.O. QTY	COMMIT \$	RCV S QTY T	S INVOICE \$ T	R.T.V. CREDIT \$ T	S
64142	17	10/03/88	COLUMBIA BANDING	* PMT FI *	0.00	0	2,333.17	0	2,333.17	0.00	
90000	99	3/28/89	HARDIE-TYNES MFG.	* PMT FI *	0.00	0	2,445.35	0	2,445.35	0.00	
44455	10	3/10/89	PATENT SCAFFOLDING	* PMT FI *	0.00	0	2,456.56	0	2,456.56	0.00	
90000	99	3/09/89	PACIFIC COAST SHIP	* PMT FI *	0.00	0	2,543.30	0	2,543.30	0.00	
63633	17	2/24/89	COMMERCIAL REPAIR	* PMT FI *	0.00	0	2,628.60	0	2,628.60	0.00	
90000	28	3/31/89	TONKIN, TORP, GALE	* PMT FI *	0.00	0	2,673.19	0	2,673.19	0.00	
64251	18	3/10/89	MQS INSPECTION, IN	* PMT FI *	0.00	0	2,700.00	0	2,700.00	0.00	
62073	10	3/10/89	AMERICAN METAL BEA	* PMT FI *	0.00	0	2,702.00	0	2,702.00	0.00	
64371	10	3/23/89	JORGENSEN CO.	* PMT FI *	0.00	0	2,768.00	0	2,768.00	0.00	
90000	99	3/09/89	PACIFIC COAST BENE	* PMT FI *	0.00	0	2,870.98	0	2,870.98	0.00	
64380	28	3/27/89	PAUL RAMSEY	* PMT FI *	0.00	0	2,925.00	0	2,925.00	0.00	
61699	10	3/10/89	WASHINGTON ALUMINU	* PMT FI *	0.00	0	2,970.80	0	2,970.80	0.00	
61395	10	3/10/89	KRUPP/MAK DIESEL I	* PMT FI *	0.00	0	3,112.40	0	3,112.40	0.00	
62715	18	3/15/89	KLEEN BLAST	* PMT FI *	0.00	0	3,148.09	0	3,148.09	0.00	
62246	15	2/07/89	BEAVER BOLT	* PMT FI *	0.00	0	3,188.80	0	3,188.80	0.00	
90000	99	3/10/89	FRED DEVINE DIVING	* PMT FI *	0.00	0	3,217.89	0	3,217.89	0.00	
60610	15	10/21/88	RICE SAFETY EQUIPM	* PMT FI *	0.00	0	3,323.30	0	3,323.30	0.00	
90000	99	3/10/89	OREGON AIR TOOL, I	* PMT FI *	0.00	0	3,329.94	0	3,329.94	0.00	
57793	17	2/13/89	A & E INDUSTRIES,	* PMT FI *	0.00	0	3,447.00	0	3,447.00	0.00	
57598	10	1/25/89	RIEDEL ENVIRONMENT	* PMT FI *	0.00	0	3,530.00	0	3,530.00	0.00	
90000	99	3/16/89	A.T.&T.	* PMT FI *	0.00	0	3,736.80	0	3,736.80	0.00	
58187	15	3/07/89	AUTOMATIC SPRINKLE	* PMT FI *	0.00	0	3,802.85	0	3,802.85	0.00	
57865	18	3/23/89	CULLIGAN WATER SUP	* PMT FI *	0.00	0	3,878.00	0	3,878.00	0.00	
60266	10	3/31/89	NORTHERN AIR FREIG	* PMT FI *	0.00	0	3,978.38	0	3,978.38	0.00	
64283	28	3/08/89	RONALD NISBET ASSO	* PMT FI *	0.00	0	4,002.25	0	4,002.25	0.00	
44447	10	3/16/89	PIONEER STERILIZED	* PMT FI *	0.00	0	4,062.50	0	4,062.50	0.00	
90000	99	3/09/89	DR & SW WASH PAINT	* PMT FI *	0.00	0	4,405.50	0	4,405.50	0.00	
57697	18	11/16/88	SIPCO SVCS & MARIN	* PMT FI *	0.00	0	4,518.00	0	4,518.00	0.00	
59597	10	3/10/89	IN-MAR SALES, INC.	* PMT FI *	0.00	0	4,618.85	0	4,618.85	0.00	
61769	10	3/10/89	GSMC-MARKETING COM	* PMT FI *	0.00	0	4,729.00	0	4,729.00	0.00	
61509	10	3/10/89	A. J. DAVIS & SONS	* PMT FI *	0.00	0	4,912.53	0	4,912.53	0.00	
64327	17	3/10/89	WASTE MANAGEMENT O	* PMT FI *	0.00	0	5,029.21	0	5,029.21	0.00	
44468	10	3/10/89	LODGE & SHIPLEY DI	* PMT FI *	0.00	0	5,068.69	0	5,068.69	0.00	
57682	18	3/10/89	LINDSAY, HART, NEI	* PMT FI *	0.00	0	5,071.06	0	5,071.06	0.00	
61314	10	3/10/89	DLI ENGINEERING CO	* PMT FI *	0.00	0	5,111.00	0	5,111.00	0.00	
60474	10	3/17/89	GOLTEN MARINE CO.,	* PMT FI *	0.00	0	5,220.00	0	5,220.00	0.00	
64073	18	3/10/89	NORTHWEST PUMP & E	* PMT FI *	0.00	0	5,314.27	0	5,314.27	0.00	
60498	18	3/10/89	P & A METAL FAB, I	* PMT FI *	0.00	0	5,492.00	0	5,492.00	0.00	
64288	28	2/17/89	BURTON ELECTRICAL	* PMT FI *	0.00	0	5,545.21	0	5,545.21	0.00	
54288	10	3/23/89	GENERAL TOOL & SUP	* PMT FI *	0.00	0	5,959.33	0	5,959.33	0.00	
60701	10	3/23/89	OCCUPATIONAL MED C	* PMT FI *	0.00	0	5,993.05	0	5,993.05	0.00	
90000	99	3/31/89	THE PRINGLE CO.	* PMT FI *	0.00	0	6,229.27	0	6,229.27	0.00	
90000	99	3/17/89	EASTMAN KODAK CO.	* PMT FI *	0.00	0	6,433.73	0	6,433.73	0.00	
90000	99	3/10/89	DR LABORERS-EMPLOY	* PMT FI *	0.00	0	7,023.00	0	7,023.00	0.00	
90000	99	3/08/89	HIGH REACH, INC.	* PMT FI *	0.00	0	7,222.09	0	7,222.09	0.00	
64058	10	3/07/89	BLACK BALL MARINE	* PMT FI *	0.00	0	7,542.70	0	7,542.70	0.00	
64166	10	3/10/89	OCEANIC MARINE ENT	* PMT FI *	0.00	0	7,786.00	0	7,786.00	0.00	
61079	18	3/10/89	KNAPPTON CORPORATI	* PMT FI *	0.00	0	8,295.25	0	8,295.25	0.00	
90000	99	3/10/89	MCNAB INCORPORATED	* PMT FI *	0.00	0	8,324.30	0	8,324.30	0.00	
61676	15	3/08/89	PARAMOUNT SUPPLY C	* PMT FI *	0.00	0	8,330.62	0	8,330.62	0.00	
63004	17	3/09/89	EASTMAN KODAK CRED	* PMT FI *	0.00	0	8,450.00	0	8,450.00	0.00	
64202	16	3/10/89	GIMPEL CORP	* PMT FI *	0.00	0	8,495.22	0	8,495.22	0.00	
57567	18	3/17/89	AMERICAN ABRASIVE	* PMT FI *	0.00	0	8,553.50	0	8,553.50	0.00	
62747	10	3/10/89	POWER MASTER INC.	* PMT FI *	0.00	0	8,580.00	0	8,580.00	0.00	

STATUS: OPEN SORTED BY EXPENSE CODE

NEED

DATE

VENDOR

GEN DESC

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90000	99	3/29/89	GMAC	* PMT FI *	0.00	0	456.00	0	456.00	0.00
62852	10	10/25/88	GRATING SPECIALTIE	* PMT FI *	0.00	0	465.00	0	465.00	0.00
62058	10	3/23/89	SOWERS JOHNSON BED	* PMT FI *	0.00	0	465.50	0	465.50	0.00
62827	10	3/07/89	ADVANCED COMPUTER	* PMT FI *	0.00	0	488.88	0	488.88	0.00
63097	10	11/28/88	BEAVER STATE SCAFF	* PMT FI *	0.00	0	495.13	0	495.13	0.00
90000	99	3/23/89	PORTLAND BUREAU OF	* PMT FI *	0.00	0	536.83	0	536.83	0.00
62141	10	3/10/89	MICHAEL FAIRCHILD	* PMT FI *	0.00	0	568.00	0	568.00	0.00
57558	10	3/10/89	OFFICE SUPPLY CO.	* PMT FI *	0.00	0	580.16	0	580.16	0.00
64051	15	3/10/89	PACIFIC OFFICE AUT	* PMT FI *	0.00	0	627.81	0	627.81	0.00
55717	18	2/06/89	DIVERSIFIED CLAIM	* PMT FI *	0.00	0	667.81	0	667.81	0.00
56812	18	3/23/89	INVENTORY LOCATOR	* PMT FI *	0.00	0	674.16	0	674.16	0.00
63232	17	3/08/89	WESTERN FLUID POWE	* PMT FI *	0.00	0	721.20	0	721.20	0.00
64292	10	3/23/89	STUD WELDING SUPPL	* PMT FI *	0.00	0	744.21	0	744.21	0.00
63722	18	3/08/89	PACIFIC COAST ENVI	* PMT FI *	0.00	0	768.22	0	768.22	0.00
64201	10	3/10/89	1ST INTERSTATE LEA	* PMT FI *	0.00	0	773.00	0	773.00	0.00
90000	99	3/10/89	CERTIFIED WELDING	* PMT FI *	0.00	0	800.00	0	800.00	0.00
90000	99	3/28/89	WALT'S STATIONERY	* PMT FI *	0.00	0	844.80	0	844.80	0.00
60600	10	3/17/89	RMRS SYSTEM	* PMT FI *	0.00	0	900.00	0	900.00	0.00
59455	18	3/28/89	RAY FLEMING, INC	* PMT FI *	0.00	0	903.56	0	903.56	0.00
64266	10	3/08/89	CAMP LEWIS TENT &	* PMT FI *	0.00	0	906.96	0	906.96	0.00
61972	10	3/31/89	PCE PACIFIC, INC.	* PMT FI *	0.00	0	970.20	0	970.20	0.00
90000	70	3/10/89	THOMPSON METAL FAB	* PMT FI *	0.00	0	990.00	0	990.00	0.00
60974	10	3/07/89	WARREN PUMPS INC.	* PMT FI *	0.00	0	1,000.00	0	1,000.00	0.00
62742	17	3/10/89	CASCADE COMPUTER M	* PMT FI *	0.00	0	1,021.25	0	1,021.25	0.00
90000	99	3/29/89	AD COM EXPRESS	* PMT FI *	0.00	0	1,038.00	0	1,038.00	0.00
64281	28	3/31/89	RICHARD L SHEPHERD	* PMT FI *	0.00	0	1,050.00	0	1,050.00	0.00
90000	99	3/10/89	MIL-SPEC INDUSTRIE	* PMT FI *	0.00	0	1,062.00	0	1,062.00	0.00
53963	10	3/08/89	CARRIER REPAIR PAR	* PMT FI *	0.00	0	1,079.44	0	1,079.44	0.00
63888	18	3/15/89	WESTCON, INC.	* PMT FI *	0.00	0	1,129.20	0	1,129.20	0.00
90000	80	3/08/89	A.G.G. ENTERPRISES	* PMT FI *	0.00	0	1,186.87	0	1,186.87	0.00
58355	10	3/23/89	VT CONTINENTAL PLA	* PMT FI *	0.00	0	1,200.00	0	1,200.00	0.00
61209	18	3/10/89	SYSTONETICS	* PMT FI *	0.00	0	1,200.00	0	1,200.00	0.00
90000	99	3/31/89	WESTERN TEMPORARY	* PMT FI *	0.00	0	1,248.00	0	1,248.00	0.00
64458	28	3/10/89	GREAT WESTERN CHEM	* PMT FI *	0.00	0	1,299.70	0	1,299.70	0.00
56716	15	3/10/89	LA VALLEY PLASTICS	* PMT FI *	0.00	0	1,411.55	0	1,411.55	0.00
90000	99	3/28/89	MARINE & ENVIRONME	* PMT FI *	0.00	0	1,420.00	0	1,420.00	0.00
62644	10	3/17/89	GRANTREE FURNITURE	* PMT FI *	0.00	0	1,424.98	0	1,424.98	0.00
64154	10	2/13/89	W & O SUPPLY, INC.	* PMT FI *	0.00	0	1,470.00	0	1,470.00	0.00
90000	99	3/23/89	WESTERN IMAGE SYST	* PMT FI *	0.00	0	1,480.83	0	1,480.83	0.00
90000	70	9/19/88	AZTEC TECHNOLOGY C	* PMT FI *	0.00	0	1,485.00	0	1,485.00	0.00
57689	18	3/10/89	HOPEMAN BROTHERS,	* PMT FI *	0.00	0	1,542.28	0	1,542.28	0.00
90000	99	3/31/89	TAYLOR AND HINTZE	* PMT FI *	0.00	0	1,587.12	0	1,587.12	0.00
60670	15	3/17/89	JOHN CRANE INC.	* PMT FI *	0.00	0	1,624.00	0	1,624.00	0.00
61766	17	3/10/89	WASHINGTON CHAIN &	* PMT FI *	0.00	0	1,627.80	0	1,627.80	0.00
53634	10	3/23/89	NORTHWEST TESTING	* PMT FI *	0.00	0	1,930.00	0	1,930.00	0.00
90000	99	3/10/89	STORED ENERGY SYST	* PMT FI *	0.00	0	1,955.00	0	1,955.00	0.00
64471	10	3/06/89	INDUSTRIAL VALVE O	* PMT FI *	0.00	0	2,100.00	0	2,100.00	0.00
90000	99	3/17/89	K.W.S. COMPANY INC	* PMT FI *	0.00	0	2,115.20	0	2,115.20	0.00
44521	10	2/17/89	CORNELL-CARR CO.	* PMT FI *	0.00	0	2,150.00	0	2,150.00	0.00
55708	18	3/08/89	PACIFIC SCALE CO.	* PMT FI *	0.00	0	2,180.00	0	2,180.00	0.00
60949	18	12/07/88	IRC ALUMINUM & STA	* PMT FI *	0.00	0	2,244.59	0	2,244.59	0.00
51560	15	3/10/89	INTERSTATE RENTALS	* PMT FI *	0.00	0	2,299.00	0	2,299.00	0.00
63965	18	3/10/89	WAUKESHA BEARING C	* PMT FI *	0.00	0	2,317.67	0	2,317.67	0.00
60698	10	3/31/89	HONEYWELL PROTECTI	* PMT FI *	0.00	0	2,325.25	0	2,325.25	0.00

STATUS: OPEN

SORTED BY EXPENSE CODE

PO #	XCOD	NEED DATE	VENDOR	GEN DESC	P.O. \$	P.O. QTY	COMMIT \$	RCV S QTY T	S INVOICE \$ T	R.T.V. CREDIT \$ T
46656	15	3/17/89	W. W. GRAINGER INC	* PMT FI *	0.00	0	7.62	0	7.62	0.00
60624	18	3/23/89	MC MASTER CARR SUP	* PMT FI *	0.00	0	8.00	0	8.00	0.00
63744	10	3/28/89	GOURMET DELI	* PMT FI *	0.00	0	17.37	0	17.37	0.00
90000	80	3/29/89	UNITED PARCEL SERV	* PMT FI *	0.00	0	31.83	0	31.83	0.00
58655	10	3/10/89	ALMAC ELECTRONICS	* PMT FI *	0.00	0	42.54	0	42.54	0.00
64088	18	3/28/89	SEKO AIR FREIGHT	* PMT FI *	0.00	0	42.80	0	42.80	0.00
63962	10	3/10/89	PENINSULA TRUCK LI	* PMT FI *	0.00	0	43.45	0	43.45	0.00
59436	18	3/10/89	MUNNELL & SHERRILL	* PMT FI *	0.00	0	47.50	0	47.50	0.00
64372	10	3/28/89	SUBURBAN PROPANE	* PMT FI *	0.00	0	50.00	0	50.00	0.00
58116	15	3/16/89	HARVARD BUSINESS R	* PMT FI *	0.00	0	55.00	0	55.00	0.00
64307	10	3/28/89	U S WEST INFORMATI	* PMT FI *	0.00	0	60.00	0	60.00	0.00
90000	99	3/10/89	WALL STREET JOURNA	* PMT FI *	0.00	0	65.00	0	65.00	0.00
60230	15	3/28/89	MOBA MEDIA INC.	* PMT FI *	0.00	0	70.00	0	70.00	0.00
90000	99	3/17/89	TELECOMM SYSTEMS I	* PMT FI *	0.00	0	79.50	0	79.50	0.00
60060	15	3/10/89	WARREN, GORHAM, &	* PMT FI *	0.00	0	83.48	0	83.48	0.00
58493	18	3/28/89	LLOYDS OF LONDON	* PMT FI *	0.00	0	85.35	0	85.35	0.00
90000	99	3/16/89	GOODALL RUBBER CO	* PMT FI *	0.00	0	94.20	0	94.20	0.00
63924	28	3/28/89	GEO. S. BUSH & CO.	* PMT FI *	0.00	0	97.50	0	97.50	0.00
62446	10	3/17/89	MERCHANT EXCHANGE	* PMT FI *	0.00	0	100.00	0	100.00	0.00
57387	10	3/23/89	SUPPLYWAYS INC.	* PMT FI *	0.00	0	100.90	0	100.90	0.00
58491	18	3/31/89	LOWRY, AITCHISON &	* PMT FI *	0.00	0	102.40	0	102.40	0.00
64218	10	3/31/89	C F AIR FREIGHT IN	* PMT FI *	0.00	0	106.65	0	106.65	0.00
59919	18	3/31/89	OREGONIAN PUBLISHI	* PMT FI *	0.00	0	117.45	0	117.45	0.00
62197	17	3/16/89	WATER METRICS CO.	* PMT FI *	0.00	0	120.00	0	120.00	0.00
90000	99	3/31/89	FEDERAL EXPRESS CO	* PMT FI *	0.00	0	132.50	0	132.50	0.00
81111	99	3/28/89	FORMA SCIENTIFIC I	* PMT FI *	0.00	0	133.05	0	133.05	0.00
49676	10	3/23/89	W U WORLD COMMUNCT	* PMT FI *	0.00	0	139.59	0	139.59	0.00
56817	17	3/10/89	PITNEY BOWES INC.	* PMT FI *	0.00	0	149.25	0	149.25	0.00
63717	10	3/10/89	ADMIN & ACCTG GUID	* PMT FI *	0.00	0	150.00	0	150.00	0.00
61155	15	3/13/89	PORTLAND SWEEPING	* PMT FI *	0.00	0	175.00	0	175.00	0.00
90000	99	3/23/89	NORTHWEST CALIBRAT	* PMT FI *	0.00	0	184.50	0	184.50	0.00
90000	99	3/23/89	BRESSIE ELECTRIC C	* PMT FI *	0.00	0	188.55	0	188.55	0.00
56435	10	3/31/89	PORTLAND SCREW COM	* PMT FI *	0.00	0	189.78	0	189.78	0.00
90000	99	3/07/89	PONY EXPRESS MAINT	* PMT FI *	0.00	0	200.00	0	200.00	0.00
44446	10	3/31/89	PBCC 1	* PMT FI *	0.00	0	213.00	0	213.00	0.00
63944	28	3/28/89	PAYROLL	* PMT FI *	0.00	0	242.75	0	242.75	0.00
63572	10	3/31/89	GREEN TRANSFER & S	* PMT FI *	0.00	0	245.70	0	245.70	0.00
62298	17	3/10/89	WALTER E. NELSON C	* PMT FI *	0.00	0	249.48	0	249.48	0.00
57678	18	3/10/89	ANACOMP INC.	* PMT FI *	0.00	0	250.00	0	250.00	0.00
58350	18	3/23/89	SILVER EAGLE CO	* PMT FI *	0.00	0	263.34	0	263.34	0.00
50560	10	3/28/89	OAK HARBOR FREIGHT	* PMT FI *	0.00	0	281.45	0	281.45	0.00
63897	18	3/17/89	GROVE VALVE & REGU	* PMT FI *	0.00	0	290.00	0	290.00	0.00
63895	18	3/31/89	PROFESSIONAL ADJUS	* PMT FI *	0.00	0	296.03	0	296.03	0.00
57705	10	3/15/89	TELEPHONE MANAGEME	* PMT FI *	0.00	0	299.62	0	299.62	0.00
61475	10	3/28/89	CLEMENT COMMUNICAT	* PMT FI *	0.00	0	316.64	0	316.64	0.00
57690	18	3/23/89	REDDAWAY TRUCK LIN	* PMT FI *	0.00	0	317.11	0	317.11	0.00
90000	99	3/29/89	LOGIPLEX CORP.	* PMT FI *	0.00	0	325.56	0	325.56	0.00
60318	15	3/31/89	INSTRUMENT SALES &	* PMT FI *	0.00	0	326.72	0	326.72	0.00
64346	10	3/28/89	COVERALL UNIFORM C	* PMT FI *	0.00	0	333.18	0	333.18	0.00
90000	99	3/31/89	YELLOW FORWARDING	* PMT FI *	0.00	0	334.16	0	334.16	0.00
61892	10	3/23/89	MIKE BANKS	* PMT FI *	0.00	0	366.00	0	366.00	0.00
64079	10	3/16/89	WESTERN COMPLIANCE	* PMT FI *	0.00	0	400.00	0	400.00	0.00
61971	18	3/23/89	BREWED HOT COFFEE	* PMT FI *	0.00	0	407.75	0	407.75	0.00
64023	18	3/08/89	COLUMBIA RUBBER MI	* PMT FI *	0.00	0	448.25	0	448.25	0.00

STATUS: OPEN

SORTED BY VENDOR CODE

NEED		DATE		VENDOR		GEN DESC		P. O. \$	P. O. QTY	COMMIT \$	RCV S QTY T	S INVOICE \$ T	R. T. V. S CREDIT \$ T
PO #	XCOD												
57793	17	2/13/89	A & E INDUSTRIES,			* PMT FI *		0.00	0	3,447.00	0	3,447.00	0.00
90000	80	3/08/89	A. G. G. ENTERPRISES			* PMT FI *		0.00	0	1,186.87	0	1,186.87	0.00
90000	99	3/16/89	A. T. & T.			* PMT FI *		0.00	0	3,736.80	0	3,736.80	0.00
90000	99	3/29/89	AD COM EXPRESS			* PMT FI *		0.00	0	1,038.00	0	1,038.00	0.00
63717	10	3/10/89	ADMIN & ACCTG GUID			* PMT FI *		0.00	0	150.00	0	150.00	0.00
62827	10	3/07/89	ADVANCED COMPUTER			* PMT FI *		0.00	0	488.88	0	488.88	0.00
57710	18	3/31/89	AIR PRODUCTS & CHE			* PMT FI *		0.00	0	20,193.28	0	20,193.28	0.00
63968	10	3/10/89	ALLWASTE ASBESTOS			* PMT FI *		0.00	0	55,300.00	0	55,300.00	0.00
58655	10	3/10/89	ALMAC ELECTRONICS			* PMT FI *		0.00	0	42.54	0	42.54	0.00
57567	18	3/17/89	AMERICAN ABRASIVE			* PMT FI *		0.00	0	8,553.50	0	8,553.50	0.00
62073	10	3/10/89	AMERICAN METAL BEA			* PMT FI *		0.00	0	2,702.00	0	2,702.00	0.00
59435	18	3/10/89	AMERICAN STEEL			* PMT FI *		0.00	0	18,214.74	0	18,214.74	0.00
55709	18	3/10/89	AMERICAN TAR CO.			* PMT FI *		0.00	0	22,148.94	0	22,148.94	0.00
44445	10	3/16/89	AMSCO REFRIGERATIO			* PMT FI *		0.00	0	65,668.50	0	65,668.50	0.00
57678	18	3/10/89	ANACOMP INC.			* PMT FI *		0.00	0	250.00	0	250.00	0.00
63884	18	3/23/89	ART ANDERSON ASSOC			* PMT FI *		0.00	0	9,081.11	0	9,081.11	0.00
58187	15	3/07/89	AUTOMATIC SPRINKLE			* PMT FI *		0.00	0	3,802.85	0	3,802.85	0.00
90000	70	9/19/88	AZTEC TECHNOLOGY C			* PMT FI *		0.00	0	1,485.00	0	1,485.00	0.00
64094	18	3/27/89	BALL, JANIK, & NOV			* PMT FI *		0.00	0	9,910.96	0	9,910.96	0.00
61892	10	3/23/89	MIKE BANKS			* PMT FI *		0.00	0	366.00	0	366.00	0.00
62246	15	2/07/89	BEAVER BOLT			* PMT FI *		0.00	0	3,188.80	0	3,188.80	0.00
63097	10	11/28/88	BEAVER STATE SCAFF			* PMT FI *		0.00	0	495.13	0	495.13	0.00
64058	10	3/07/89	BLACK BALL MARINE			* PMT FI *		0.00	0	7,542.70	0	7,542.70	0.00
90000	99	3/23/89	BRESSIE ELECTRIC C			* PMT FI *		0.00	0	188.55	0	188.55	0.00
61971	18	3/23/89	BREWED HOT COFFEE			* PMT FI *		0.00	0	407.75	0	407.75	0.00
57983	28	3/10/89	BURNS INT'L SECURI			* PMT FI *		0.00	0	15,038.22	0	15,038.22	0.00
64288	28	2/17/89	BURTON ELECTRICAL			* PMT FI *		0.00	0	5,545.21	0	5,545.21	0.00
63924	28	3/28/89	GEO. S. BUSH & CO.			* PMT FI *		0.00	0	97.50	0	97.50	0.00
64218	10	3/31/89	C F AIR FREIGHT IN			* PMT FI *		0.00	0	106.65	0	106.65	0.00
64266	10	3/08/89	CAMP LEWIS TENT &			* PMT FI *		0.00	0	906.96	0	906.96	0.00
53963	10	3/08/89	CARRIER REPAIR PAR			* PMT FI *		0.00	0	1,079.44	0	1,079.44	0.00
62742	17	3/10/89	CASCADE COMPUTER M			* PMT FI *		0.00	0	1,021.25	0	1,021.25	0.00
90000	99	3/10/89	CERTIFIED WELDING			* PMT FI *		0.00	0	800.00	0	800.00	0.00
61475	10	3/28/89	CLEMENT COMMUNICAT			* PMT FI *		0.00	0	316.64	0	316.64	0.00
64142	17	10/03/88	COLUMBIA BANDING			* PMT FI *		0.00	0	2,333.17	0	2,333.17	0.00
64023	18	3/08/89	COLUMBIA RUBBER MI			* PMT FI *		0.00	0	448.25	0	448.25	0.00
63633	17	2/24/89	COMMERCIAL REPAIR			* PMT FI *		0.00	0	2,628.60	0	2,628.60	0.00
44521	10	2/17/89	CORNELL-CARR CO.			* PMT FI *		0.00	0	2,150.00	0	2,150.00	0.00
64346	10	3/28/89	COVERALL UNIFORM C			* PMT FI *		0.00	0	333.18	0	333.18	0.00
60670	15	3/17/89	JOHN CRANE INC.			* PMT FI *		0.00	0	1,624.00	0	1,624.00	0.00
64333	17	3/10/89	CROSBY & OVERTON,			* PMT FI *		0.00	0	18,897.50	0	18,897.50	0.00
57865	18	3/23/89	CULLIGAN WATER SUP			* PMT FI *		0.00	0	3,878.00	0	3,878.00	0.00
61314	10	3/10/89	DLI ENGINEERING CO			* PMT FI *		0.00	0	5,111.00	0	5,111.00	0.00
61509	10	3/10/89	A. J. DAVIS & SONS			* PMT FI *		0.00	0	4,912.53	0	4,912.53	0.00
64157	17	12/22/88	DAVIS INDUSTRIAL P			* PMT FI *		0.00	0	12,558.17	0	12,558.17	0.00
90000	99	3/10/89	FRED DEVINE DIVING			* PMT FI *		0.00	0	3,217.89	0	3,217.89	0.00
55717	18	2/06/89	DIVERSIFIED CLAIM			* PMT FI *		0.00	0	667.81	0	667.81	0.00
57708	10	3/10/89	DRESSER-RAND COMPA			* PMT FI *		0.00	0	9,490.15	0	9,490.15	0.00
90000	99	3/17/89	EASTMAN KODAK CO.			* PMT FI *		0.00	0	6,433.73	0	6,433.73	0.00
63004	17	3/09/89	EASTMAN KODAK CRED			* PMT FI *		0.00	0	8,450.00	0	8,450.00	0.00
62141	10	3/10/89	MICHAEL FAIRCHILD			* PMT FI *		0.00	0	568.00	0	568.00	0.00
59927	10	11/16/88	FAMILIAN NORTHWEST			* PMT FI *		0.00	0	25,663.25	0	25,663.25	0.00
90000	99	3/31/89	FEDERAL EXPRESS CO			* PMT FI *		0.00	0	132.50	0	132.50	0.00
46465	15	3/07/89	FIRST INTERSTATE B			* PMT FI *		0.00	0	362,243.29	0	362,243.29	0.00

STATUS: OPEN

SORTED BY VENDOR CODE

NEED

DATE

VENDOR

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PO #	XCOD	DATE	VENDOR	GEN DESC	P. O. \$	P. O. QTY	COMMIT \$	RCV S QTY T	INVOICE \$ T	S R. T. V. S CREDIT \$ T
64201	10	3/10/89	1ST INTERSTATE LEA	* PMT FI *	0.00	0	773.00	0	773.00	0.00
59455	18	3/28/89	RAY FLEMING, INC	* PMT FI *	0.00	0	903.56	0	903.56	0.00
63577	10	3/10/89	FONTANA MACHINE &	* PMT FI *	0.00	0	115,345.00	0	115,345.00	0.00
81111	99	3/28/89	FORMA SCIENTIFIC I	* PMT FI *	0.00	0	133.05	0	133.05	0.00
90000	99	3/10/89	FRASER BOILER & DI	* PMT FI *	0.00	0	22,606.00	0	22,606.00	0.00
90000	99	3/29/89	GMAC	* PMT FI *	0.00	0	456.00	0	456.00	0.00
61769	10	3/10/89	GSMC-MARKETING COM	* PMT FI *	0.00	0	4,729.00	0	4,729.00	0.00
61136	16	3/10/89	GASKET TECHNOLOGY	* PMT FI *	0.00	0	13,139.44	0	13,139.44	0.00
59272	10	3/10/89	GENERAL ELECTRIC C	* PMT FI *	0.00	0	8,603.55	0	8,603.55	0.00
54288	10	3/23/89	GENERAL TOOL & SUP	* PMT FI *	0.00	0	5,959.33	0	5,959.33	0.00
64202	16	3/10/89	GIMPEL CORP	* PMT FI *	0.00	0	8,495.22	0	8,495.22	0.00
60474	10	3/17/89	GOLTEN MARINE CO.,	* PMT FI *	0.00	0	5,220.00	0	5,220.00	0.00
90000	99	3/16/89	GOODALL RUBBER CO	* PMT FI *	0.00	0	94.20	0	94.20	0.00
63744	10	3/28/89	GOURMET DELI	* PMT FI *	0.00	0	17.37	0	17.37	0.00
46656	15	3/17/89	W. W. GRAINGER INC	* PMT FI *	0.00	0	7.62	0	7.62	0.00
62644	10	3/17/89	GRANTREE FURNITURE	* PMT FI *	0.00	0	1,424.98	0	1,424.98	0.00
62852	10	10/25/88	GRATING SPECIALTIE	* PMT FI *	0.00	0	465.00	0	465.00	0.00
64458	28	3/10/89	GREAT WESTERN CHEM	* PMT FI *	0.00	0	1,299.70	0	1,299.70	0.00
63572	10	3/31/89	GREEN TRANSFER & S	* PMT FI *	0.00	0	245.70	0	245.70	0.00
63897	18	3/17/89	GROVE VALVE & REGU	* PMT FI *	0.00	0	290.00	0	290.00	0.00
90000	99	3/28/89	HARDIE-TYNES MFG.	* PMT FI *	0.00	0	2,445.35	0	2,445.35	0.00
58116	15	3/16/89	HARVARD BUSINESS R	* PMT FI *	0.00	0	55.00	0	55.00	0.00
90000	99	3/08/89	HIGH REACH, INC.	* PMT FI *	0.00	0	7,222.09	0	7,222.09	0.00
60698	10	3/31/89	HONEYWELL PROTECTI	* PMT FI *	0.00	0	2,325.25	0	2,325.25	0.00
57689	18	3/10/89	HOPEMAN BROTHERS,	* PMT FI *	0.00	0	1,542.28	0	1,542.28	0.00
62906	10	3/16/89	HYDRAULIC OUTFITTE	* PMT FI *	0.00	0	23,677.64	0	23,677.64	0.00
60949	18	12/07/88	IRC ALUMINUM & STA	* PMT FI *	0.00	0	2,244.59	0	2,244.59	0.00
59597	10	3/10/89	IN-MAR SALES, INC.	* PMT FI *	0.00	0	4,618.85	0	4,618.85	0.00
64471	10	3/06/89	INDUSTRIAL VALVE O	* PMT FI *	0.00	0	2,100.00	0	2,100.00	0.00
60318	15	3/31/89	INSTRUMENT SALES &	* PMT FI *	0.00	0	326.72	0	326.72	0.00
51560	15	3/10/89	INTERSTATE RENTALS	* PMT FI *	0.00	0	2,299.00	0	2,299.00	0.00
56812	18	3/23/89	INVENTORY LOCATOR	* PMT FI *	0.00	0	674.16	0	674.16	0.00
90000	99	3/10/89	J & H MARINE	* PMT FI *	0.00	0	25,341.26	0	25,341.26	0.00
55710	18	3/23/89	FRED S JAMES & CO	* PMT FI *	0.00	0	24,999.99	0	24,999.99	0.00
64002	10	3/17/89	JIGGS' FLOORS	* PMT FI *	0.00	0	21,227.00	0	21,227.00	0.00
64371	10	3/23/89	JORGENSEN CO.	* PMT FI *	0.00	0	2,768.00	0	2,768.00	0.00
90000	99	3/17/89	K.W.S. COMPANY INC	* PMT FI *	0.00	0	2,115.20	0	2,115.20	0.00
62715	18	3/15/89	KLEEN BLAST	* PMT FI *	0.00	0	3,148.09	0	3,148.09	0.00
61079	18	3/10/89	KNAPPTON CORPORATI	* PMT FI *	0.00	0	8,295.25	0	8,295.25	0.00
61395	10	3/10/89	KRUPP/MAK DIESEL I	* PMT FI *	0.00	0	3,112.40	0	3,112.40	0.00
56716	15	3/10/89	LA VALLEY PLASTICS	* PMT FI *	0.00	0	1,411.55	0	1,411.55	0.00
90000	70	3/10/89	LIBERTY EQUIPMENT	* PMT FI *	0.00	0	18,957.43	0	18,957.43	0.00
57682	18	3/10/89	LINDSAY, HART, NEI	* PMT FI *	0.00	0	5,071.06	0	5,071.06	0.00
52860	18	11/30/88	LIPS PROPELLERS	* PMT FI *	0.00	0	26,710.00	0	26,710.00	0.00
90000	99	11/30/88	LITTON SYSTEMS INC	* PMT FI *	0.00	0	93,631.20	0	93,631.20	0.00
58493	18	3/28/89	LLOYDS OF LONDON	* PMT FI *	0.00	0	85.35	0	85.35	0.00
44468	10	3/10/89	LODGE & SHIPLEY DI	* PMT FI *	0.00	0	5,068.69	0	5,068.69	0.00
90000	99	3/29/89	LOGIPLEX CORP.	* PMT FI *	0.00	0	325.56	0	325.56	0.00
58491	18	3/31/89	LOWRY, AITCHISON &	* PMT FI *	0.00	0	102.40	0	102.40	0.00
64251	18	3/10/89	MGS INSPECTION, IN	* PMT FI *	0.00	0	2,700.00	0	2,700.00	0.00
90000	99	3/28/89	MARINE & ENVIRONME	* PMT FI *	0.00	0	1,420.00	0	1,420.00	0.00
80000	99	3/23/89	MARSH & MCLENNAN I	* PMT FI *	0.00	0	155,750.00	0	155,750.00	0.00
60624	18	3/23/89	MC MASTER CARR SUP	* PMT FI *	0.00	0	8.00	0	8.00	0.00
90000	99	3/10/89	MCNAB INCORPORATED	* PMT FI *	0.00	0	8,324.30	0	8,324.30	0.00

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PO #	XCOD	NEED DATE	VENDOR	GEN DESC	P.O. \$	P.O. QTY	COMMIT \$	RCV S QTY T	S INVOICE \$ T	R.T.V. S CREDIT \$ T
62446	10	3/17/89	MERCHANT EXCHANGE	* PMT FI *	0.00	0	100.00	0	100.00	0.00
59973	10	2/27/89	METRA STEEL CO.	* PMT FI *	0.00	0	13,379.66	0	13,379.66	0.00
90000	99	3/10/89	MIL-SPEC INDUSTRIE	* PMT FI *	0.00	0	1,062.00	0	1,062.00	0.00
60230	15	3/28/89	MOBA MEDIA INC.	* PMT FI *	0.00	0	70.00	0	70.00	0.00
90000	99	3/29/89	MODULAIRE IND W/M	* PMT FI *	0.00	0	28,074.00	0	28,074.00	0.00
64235	10	3/27/89	TAX COLLECTIONS MU	* PMT FI *	0.00	0	81,643.31	0	81,643.31	0.00
59436	18	3/10/89	MUNNELL & SHERRILL	* PMT FI *	0.00	0	47.50	0	47.50	0.00
64275	10	3/10/89	C. H. MURPHY INC.	* PMT FI *	0.00	0	48,781.90	0	48,781.90	0.00
62298	17	3/10/89	WALTER E. NELSON C	* PMT FI *	0.00	0	249.48	0	249.48	0.00
64283	28	3/08/89	RONALD NISBET ASSO	* PMT FI *	0.00	0	4,002.25	0	4,002.25	0.00
60266	10	3/31/89	NORTHERN AIR FREIG	* PMT FI *	0.00	0	3,978.38	0	3,978.38	0.00
59326	10	3/16/89	NORTHWEST AIR GAS	* PMT FI *	0.00	0	25,347.80	0	25,347.80	0.00
63352	17	3/10/89	NORTHWEST COPPER W	* PMT FI *	0.00	0	95,857.52	0	95,857.52	0.00
90000	99	3/23/89	NORTHWEST CALIBRAT	* PMT FI *	0.00	0	184.50	0	184.50	0.00
61716	10	3/31/89	NORTHWEST NATURAL	* PMT FI *	0.00	0	10,053.89	0	10,053.89	0.00
64073	18	3/10/89	NORTHWEST PUMP & E	* PMT FI *	0.00	0	5,314.27	0	5,314.27	0.00
53634	10	3/23/89	NORTHWEST TESTING	* PMT FI *	0.00	0	1,930.00	0	1,930.00	0.00
80000	28	11/30/88	NORVAC SERVICES, I	* PMT FI *	0.00	0	52,785.86	0	52,785.86	0.00
50560	10	3/28/89	DAK HARBOR FREIGHT	* PMT FI *	0.00	0	281.45	0	281.45	0.00
60701	10	3/23/89	OCCUPATIONAL MED C	* PMT FI *	0.00	0	5,993.05	0	5,993.05	0.00
64166	10	3/10/89	OCEANIC MARINE ENT	* PMT FI *	0.00	0	7,786.00	0	7,786.00	0.00
57558	10	3/10/89	OFFICE SUPPLY CO.	* PMT FI *	0.00	0	580.16	0	580.16	0.00
90000	99	3/10/89	OREGON AIR TOOL, I	* PMT FI *	0.00	0	3,329.94	0	3,329.94	0.00
59919	18	3/31/89	OREGONIAN PUBLISHI	* PMT FI *	0.00	0	117.45	0	117.45	0.00
61972	10	3/31/89	PCE PACIFIC, INC.	* PMT FI *	0.00	0	970.20	0	970.20	0.00
60498	18	3/10/89	P & A METAL FAB, I	* PMT FI *	0.00	0	5,492.00	0	5,492.00	0.00
63722	18	3/08/89	PACIFIC COAST ENVI	* PMT FI *	0.00	0	768.22	0	768.22	0.00
64051	15	3/10/89	PACIFIC OFFICE AUT	* PMT FI *	0.00	0	627.81	0	627.81	0.00
55708	18	3/08/89	PACIFIC SCALE CO.	* PMT FI *	0.00	0	2,180.00	0	2,180.00	0.00
48183	10	3/16/89	PACORD, INC.	* PMT FI *	0.00	0	235,507.00	0	235,507.00	0.00
61676	15	3/08/89	PARAMOUNT SUPPLY C	* PMT FI *	0.00	0	8,330.62	0	8,330.62	0.00
44455	10	3/10/89	PATENT SCAFFOLDING	* PMT FI *	0.00	0	2,456.56	0	2,456.56	0.00
63944	28	3/28/89	PAYROLL	* PMT FI *	0.00	0	242.75	0	242.75	0.00
63962	10	3/10/89	PENINSULA TRUCK LI	* PMT FI *	0.00	0	43.45	0	43.45	0.00
44447	10	3/16/89	PIONEER STERILIZED	* PMT FI *	0.00	0	4,062.50	0	4,062.50	0.00
44446	10	3/31/89	PBCC 1	* PMT FI *	0.00	0	213.00	0	213.00	0.00
56817	17	3/10/89	PITNEY BOWES INC.	* PMT FI *	0.00	0	149.25	0	149.25	0.00
90000	99	3/07/89	PONY EXPRESS MAINT	* PMT FI *	0.00	0	200.00	0	200.00	0.00
90000	99	3/07/89	PORT OF PORTLAND	* PMT FI *	0.00	0	1,633,116.64	0	1,633,116.64	0.00
90000	99	3/23/89	PORTLAND BUREAU OF	* PMT FI *	0.00	0	536.83	0	536.83	0.00
64419	10	3/29/89	PORTLAND GENERAL E	* PMT FI *	0.00	0	30,299.82	0	30,299.82	0.00
56435	10	3/31/89	PORTLAND SCREW COM	* PMT FI *	0.00	0	189.78	0	189.78	0.00
61155	15	3/13/89	PORTLAND SWEEPING	* PMT FI *	0.00	0	175.00	0	175.00	0.00
62747	10	3/10/89	POWER MASTER INC.	* PMT FI *	0.00	0	8,580.00	0	8,580.00	0.00
53762	15	3/07/89	PRIESTLEY OIL & CH	* PMT FI *	0.00	0	14,596.19	0	14,596.19	0.00
90000	99	3/23/89	PRIME COMPUTER	* PMT FI *	0.00	0	14,341.96	0	14,341.96	0.00
90000	99	3/31/89	THE PRINGLE CO.	* PMT FI *	0.00	0	6,229.27	0	6,229.27	0.00
63895	18	3/31/89	PROFESSIONAL ADJUS	* PMT FI *	0.00	0	296.03	0	296.03	0.00
90000	99	3/17/89	PROPULSION CONTROL	* PMT FI *	0.00	0	18,612.66	0	18,612.66	0.00
60600	10	3/17/89	RMRS SYSTEM	* PMT FI *	0.00	0	900.00	0	900.00	0.00
55595	10	10/27/88	RAMPMASTER, INC.	* PMT FI *	0.00	0	15,996.00	0	15,996.00	0.00
64380	28	3/27/89	PAUL RAMSEY	* PMT FI *	0.00	0	2,925.00	0	2,925.00	0.00
57690	18	3/23/89	REDDAWAY TRUCK LIN	* PMT FI *	0.00	0	317.11	0	317.11	0.00
61284	10	3/10/89	RELIANCE ELECTRIC	* PMT FI *	0.00	0	55,393.00	0	55,393.00	0.00

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60610	15	10/21/88	RICE SAFETY EQUIPM	* PMT FI *	0.00	0	3,323.30	0	3,323.30	0.00	
57598	10	1/25/89	RIEDEL ENVIRONMENT	* PMT FI *	0.00	0	3,530.00	0	3,530.00	0.00	
58184	10	3/17/89	M. ROSENBLATT & SO	* PMT FI *	0.00	0	64,895.72	0	64,895.72	0.00	
53853	15	3/10/89	SANDERSON SAFETY S	* PMT FI *	0.00	0	39,407.92	0	39,407.92	0.00	
63727	10	8/31/88	SCIENCO SYSTEMS IN	* PMT FI *	0.00	0	13,269.78	0	13,269.78	0.00	
64088	18	3/28/89	SEKO AIR FREIGHT	* PMT FI *	0.00	0	42.80	0	42.80	0.00	
90000	99	3/07/89	SHAVER TRANSPORT C	* PMT FI *	0.00	0	21,753.30	0	21,753.30	0.00	
64281	28	3/31/89	RICHARD L SHEPHERD	* PMT FI *	0.00	0	1,050.00	0	1,050.00	0.00	
58350	18	3/23/89	SILVER EAGLE CO	* PMT FI *	0.00	0	263.34	0	263.34	0.00	
57697	18	11/16/88	SIPCO SVCS & MARIN	* PMT FI *	0.00	0	4,518.00	0	4,518.00	0.00	
62058	10	3/23/89	SOWERS JOHNSON BEO	* PMT FI *	0.00	0	465.50	0	465.50	0.00	
48547	10	3/10/89	SPECIAL-T-METALS	* PMT FI *	0.00	0	17,816.42	0	17,816.42	0.00	
90000	99	3/10/89	STANLEY VIDMAR, IN	* PMT FI *	0.00	0	20,487.03	0	20,487.03	0.00	
60452	10	3/31/89	SAIF CORP	* PMT FI *	0.00	0	1,998,326.59	0	1,998,326.59	0.00	
90000	99	3/10/89	STORED ENERGY SYST	* PMT FI *	0.00	0	1,955.00	0	1,955.00	0.00	
64372	10	3/28/89	SUBURBAN PROPANE	* PMT FI *	0.00	0	50.00	0	50.00	0.00	
64292	10	3/23/89	STUD WELDING SUPPL	* PMT FI *	0.00	0	744.21	0	744.21	0.00	
57387	10	3/23/89	SUPPLYWAYS INC.	* PMT FI *	0.00	0	100.90	0	100.90	0.00	
61209	18	3/10/89	SYSTONETICS	* PMT FI *	0.00	0	1,200.00	0	1,200.00	0.00	
80000	70	3/10/89	TANO MARINE SYSTEM	* PMT FI *	0.00	0	58,898.00	0	58,898.00	0.00	
90000	99	3/31/89	TAYLOR AND HINTZE	* PMT FI *	0.00	0	1,587.12	0	1,587.12	0.00	
90000	99	3/17/89	TELECOMM SYSTEMS I	* PMT FI *	0.00	0	79.50	0	79.50	0.00	
57705	10	3/15/89	TELEPHONE MANAGEME	* PMT FI *	0.00	0	299.62	0	299.62	0.00	
90000	70	3/10/89	THOMPSON METAL FAB	* PMT FI *	0.00	0	990.00	0	990.00	0.00	
90000	28	3/31/89	TONKIN, TORP, GALE	* PMT FI *	0.00	0	2,673.19	0	2,673.19	0.00	
90000	80	3/29/89	UNITED PARCEL SERV	* PMT FI *	0.00	0	31.83	0	31.83	0.00	
90000	80	3/15/89	US WEST COMMUNICAT	* PMT FI *	0.00	0	11,403.13	0	11,403.13	0.00	
64307	10	3/28/89	U S WEST INFORMATI	* PMT FI *	0.00	0	60.00	0	60.00	0.00	
58355	10	3/23/89	VT CONTINENTAL PLA	* PMT FI *	0.00	0	1,200.00	0	1,200.00	0.00	
64154	10	2/13/89	W & O SUPPLY, INC.	* PMT FI *	0.00	0	1,470.00	0	1,470.00	0.00	
90000	99	3/28/89	WALT'S STATIONERY	* PMT FI *	0.00	0	844.80	0	844.80	0.00	
90000	99	3/10/89	WALL STREET JOURNA	* PMT FI *	0.00	0	65.00	0	65.00	0.00	
60060	15	3/10/89	WARREN, GORHAM, &	* PMT FI *	0.00	0	83.48	0	83.48	0.00	
60974	10	3/07/89	WARREN PUMPS INC.	* PMT FI *	0.00	0	1,000.00	0	1,000.00	0.00	
61699	10	3/10/89	WASHINGTON ALUMINU	* PMT FI *	0.00	0	2,970.80	0	2,970.80	0.00	
61766	17	3/10/89	WASHINGTON CHAIN &	* PMT FI *	0.00	0	1,627.80	0	1,627.80	0.00	
64327	17	3/10/89	WASTE MANAGEMENT O	* PMT FI *	0.00	0	5,029.21	0	5,029.21	0.00	
62197	17	3/16/89	WATER METRICS CO.	* PMT FI *	0.00	0	120.00	0	120.00	0.00	
63965	18	3/10/89	WAUKESHA BEARING C	* PMT FI *	0.00	0	2,317.67	0	2,317.67	0.00	
63888	18	3/15/89	WESTCON, INC.	* PMT FI *	0.00	0	1,129.20	0	1,129.20	0.00	
64079	10	3/16/89	WESTERN COMPLIANCE	* PMT FI *	0.00	0	400.00	0	400.00	0.00	
63232	17	3/08/89	WESTERN FLUID POWE	* PMT FI *	0.00	0	721.20	0	721.20	0.00	
90000	99	3/23/89	WESTERN IMAGE SYST	* PMT FI *	0.00	0	1,480.83	0	1,480.83	0.00	
90000	99	3/31/89	WESTERN TEMPORARY	* PMT FI *	0.00	0	1,248.00	0	1,248.00	0.00	
49676	10	3/23/89	W U WORLD COMMUNCT	* PMT FI *	0.00	0	139.59	0	139.59	0.00	
90000	99	3/10/89	WESTINGHOUSE ELECT	* PMT FI *	0.00	0	13,431.44	0	13,431.44	0.00	
64416	28	3/07/89	WILLAMETTE SAVINGS	* PMT FI *	0.00	0	489,488.35	0	489,488.35	0.00	
90000	99	3/31/89	YELLOW FORWARDING	* PMT FI *	0.00	0	334.16	0	334.16	0.00	
90000	99	3/09/89	BOILERMAKER-BLACKS	* PMT FI *	0.00	0	255,401.91	0	255,401.91	0.00	
90000	99	3/09/89	BOILERMAKERS TRNG	* PMT FI *	0.00	0	14,397.08	0	14,397.08	0.00	
90000	99	3/09/89	IBEW PAC COAST PEN	* PMT FI *	0.00	0	64,452.00	0	64,452.00	0.00	
90000	99	3/09/89	MARINE CARPENTERS	* PMT FI *	0.00	0	60,571.95	0	60,571.95	0.00	
90000	99	3/09/89	OR & SW WASH PAINT	* PMT FI *	0.00	0	4,405.50	0	4,405.50	0.00	
90000	99	3/10/89	OR LABORERS-EMPLOY	* PMT FI *	0.00	0	7,023.00	0	7,023.00	0.00	

PO140.2

PURCHASE ORDER STATUS
FOR JOB 0000

TUE, 04 APR 1989 16:06

PAGE 5

STATUS: OPEN

SORTED BY VENDOR CODE

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90000	99	3/09/89	PACIFIC COAST BENE	* PMT FI *	0.00	0	2,870.98	0	2,870.98	0.00
90000	99	3/09/89	PACIFIC COAST SHIP	* PMT FI *	0.00	0	2,543.30	0	2,543.30	0.00
90000	99	3/09/89	PLUMBERS & PIPEFIT	* PMT FI *	0.00	0	47,753.20	0	47,753.20	0.00
90000	99	3/09/89	PLUMBER, STEAMFITT	* PMT FI *	0.00	0	167,256.65	0	167,256.65	0.00
90000	99	3/09/89	SHEET METAL TRUST	* PMT FI *	0.00	0	18,594.45	0	18,594.45	0.00
90000	99	3/09/89	SHEETMETAL WORKERS	* PMT FI *	0.00	0	24,471.51	0	24,471.51	0.00
90000	99	3/09/89	WESTRN CONF OF TMS	* PMT FI *	0.00	0	22,461.20	0	22,461.20	0.00

223 P. O. 'S FOR JOB

JOB TOTALS:

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0 7,327,779.65

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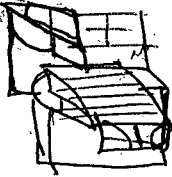
VENDOR NUMBER	VDR RTE	NAME	PRINCIPAL BALANCE
2417		AIR PROD & CHEM	21,323
2430		AIRCO WELDING	1,798
2720		ALASKAN COPPER & BRASS	9,289
2965		ALDERCRAFT	5,270
3375		ALLIED SAFE & VAULT	3,670
4021		AMER MACHINE & GEAR	4,297
4054		AMERICAN PROTECTIVE	25,669
4470		AMERICAN STEEL	38,385
4050		AMER-PACIFIC SER	18,867
4596		AMOT CONTROL	3,270
5110		APOLLO MARINE SERV	2,277
5180		AQUA-CHEM	3,532
5300		ARENT MACH	2,261
5760		ART METAL USA	7,039
6235		ATLAS COPCO	38,023
6385		AUDIO DATA SYSTEM	1,500
984		AUL INSTR	8,775
6460		AUTOMATED SYSTEMS	2,236
6690		AUTOMOTIVE PRODUCTS	1,268
21030		A.J. DAVIS SUPPLY	4,851
8440		BEARINGS	8,675
8445		BEAVER BOLT	3,882
8626		BEAVER STATE SCAFFOLDING	25,441
9013		BERG EVANS	6,138
9430		BINGHM WILLAMETTE	24,849
9450		BIRD-JOHNSON	53,389
10595		BRANDON TRAVEL	1,668
10930		BRIDGEPORT STAFFING	4,651
11050		BROOKS NORTHWEST	1,050
9220		BRYAN BICKMORE RENTING	1,149
12719		BYE ENGRAVING	37,496
12855		C & D POWER SYS	2,476
13918	-04	CARBOLINE NORTHWEST	1,965
14276	-02	CARSON OIL	3,688
15175		CENTRIFUGE CONSULTANTS	8,585
15161		CERTIFIED WELDING	6,225
53510		CH MURPHY	23,320
16080		CHOWN HARDWARE	3,148
13035		CHU ASSOC	38,315
16466		CLA-VAL INC	1,174
16695		CLEAN SYSTEMNS	20,056
16938		COAST INDUSTRIAL	8,175
16914		COASTAL LIFT TRUCK	1,150
16957		COASTAL OIL FILTER	32,642
16965		COASTIR DIV JESSE ENG	18,200
17145		COLDBY CRANE	12,622
17147		COLEMAN IND	2,906
17260		COLUMBIA BANDING	46,692
17270		COLUMBIA BATTERY	1,291
17625		COLUMBIA RIVER BAR PILOTS	3,436
18135		COMPLETE ABRASIVE	3,113
19503		CRAWFOR	1,022
13100		CRB MANUFACTURING	2,732
19828		CROSBY & OVERTON	0
20178		CURTISS-WRIGHT/MARQUETT	17,156
20165		CUSHING SUPPLY OFFICER	1,152
20961		DASIC INTERNATIONAL	4,357
21035		DAVIS, BOSTWICK	12,274
22040		DICKS PUMP & EQUIP	7,749
20554		DLI ENGINEERING	35,721
60245		DON PATCHIN PROPELLOR	3,840
77070		DON THOMAS PETROLEUM	5,692
54860		DP NICOLI INC	4,908
23715		DUPLEX PRODUCTS INC	5,605
23848		DYNAMIC ENGINEERING	15,472
24639		EASTMAN KODAK	0
24640		EASTMAN KODAK CREDIT	0
8010		EJ BARTELLS	7,494
26360	-02	EOFF ELECTRIC CO	36,476
26578		ERVIN AMASTEEL	3,024
26760		ESCO CORP	6,954
27350		EVENT RENTAL SERVICES	1,650
27990		FAR WEST OFFICE	1,076
27975		FARR WEST MARINE	5,375
28217		FEDERAL EXPRESS FRGT	1,235

NORTHWEST MARINE IRON WORKS

VENDOR NUMBER	VDR RTE	NAME	PRINCIPAL BALANCE
28230		FEDERATED METALS CORP	2,300
28587		FIRST FARWEST LIFE	47,329
28638		FLAME-SPRAY	51,908
28800		FLUID AIR COMPONENTS	3,330
27605		FMC MAT'L HANDLING EQUIP	4,447
29511		FRAISER BOILER	103,996
66985		FRANK ROFINOT MOBIL	2,805
21958		FRED DEVINE DIVING	3,218
29710		FRICTION PRODUCTS	3,551
30240		GALVANIZERS, INC	2,579
30477	-02	GARVEY SCHUBERT	9,073
30478		GAS ADVANCE SYSTEMS	6,979
30480		GAS HAZARDS CONTROL	1,100
30484		GASKET TECHNOLOGY	16,712
31645		GENRAL TOOL & SUPPLY	74,663
31585		GENREAL STEEL-VANC	5,985
32713		GLOBAL ELECTRO SYS TST	2,172
32745		GLORIETTA BAY INN	2,057
32870		GOODALL RUBBER CO	1,940
32953		GOODRICH FOREST PRODUCTS	5,325
33275		GRAND METAL PRODUCTS	38,864
33274		GRANTREE FURNITURE	2,270
33538		GREEN TRANSFER	1,050
34410		HALTON TRACTOR	2,192
34561	-01	HAMILTON STANDARD	212,624
34890		HARDWARE SPECIALTY	131,394
35073		HART NAT SPECIALTY	7,530
35227		HATTON-BROWN PUBLISHERS	1,150
35953		HILLER SYSTEMS	63,425
36050		HOBART SALES & SERVICE	1,850
36494		HONEYWELL PROTECTION	5,768
36600		HOSE MCCANN	7,942
37320		HUSER SALES SERVICE	5,304
37619		HYTORC	16,865
37621		HYTORC OF TEXAS	10,017
38620		INDUSTRIAL TIRE SERVICE	1,025
38655		INDUSTRIAL VALVE OF ORE	46,879
39075		INTERMAOUNTAIN INDUST SUPPLY	10,478
39130		INTERNATIONAL PAINT	30,697
39165		INTERSTATE RENTALS	2,140
39414		INVENTIVE MACHINE CORP	5,069
38035		IN-MAR SALES	22,708
39600		ISCAACSON STEEL	9,031
37722		ITT BARTON INSTRUMENTS	4,921
37724		ITT GRINNELL CORP	34,727
37730	-01	ITT STANDARD	6,900
41000		JIGGS FLOORS	217,488
		JOAN PETERSON	66,844
42400		KACH MACHINE WORKS	1,368
42425		KADLEC PACKAGING	6,731
42740		KECK MAHIN & CATE	7,321
37220		KEN R HUMKE	7,449
43355		KING BEARING INC	6,721
43865		KLEEN BLAST	172,340
43996	-02	KNAPPTON CORP	2,629
44800		LANE MILES STANDISH	4,080
45593		LESLIE COMPANY	22,323
45825		LIBERTY EQUIPMENT	6,734
45960		LINDSAY ENTERPRISES	18,653
45959		LINDSAY HART NEIL	16,178
46000		LIPS PROPELLORS	2,500
67390		M ROSENBLATT & SON	5,060
47250		MACGREGOR NAVIRE	32,477
47275		MACHINISTS INC	1,412
47495		MACRO MANUFACTURING	9,205
		MAINT SERVICE	0
47809		MANUFACTURERS TOOL SERVICE	1,850
47820		MAR INDUSTRIAL SALES	2,734
47892		MARINE ENGINEERING SPEC	2,739
48070		MARINE PROPULSION SERVICE	6,106
48085		MARINE SAFETY EQUIPMENT	21,236
48100		MARINE TECHNICAL SERVICE	12,244
48130		MARINERS SUPPLY CO	32,302
47604		MARLO COIL	7,816
48445		MARSH MCLENNAN	24,633

VENDOR NUMBER	VDR RTE	NAME	PRINCIPAL BALANCE
48775		MASON DIXON LINES	1,025
48780		MASONITE CORPORATION	28,268
49435		MCGUIRE BEARING CO	3,378
49554		MCMASTER, RAY	10,000
50250		METRA STEEL	18,265
		MISSION AMERICAN INS	2,588
51705		MOCK MANUFACTURING	13,406
51825		MODULAIRE INDUSTRIES	13,576
51860		MOLNAR SERVICE	54,242
52043		MONTGOMERY ELEVATOR	27,863
52900		MOTOROLA INC	1,772
47110	-02	MQS INSPECTION	3,736
47130	-02	MQS INSPECTION	3,000
54165	-02	NAVAL SUPPLY CENTER	12,595
54233	-02	NELSON STUD WELDING	21,586
54507		NEW ENGLAND TRAWLER	59,984
55340		NORTH COAST CANVAS PRODUCTS	8,870
55389		NORTHERN AIR FREIGHT	1,358
55692		NORTON CHEMBLAST	9,763
55399		NW AIR GAS	21,278
55650		NW TESTING LABORATORY	12,893
56388		OCEANIC MARINE ENT	19,721
56560		OIL FILTER SERVICE	24,216
56851		OMEGA FASTENERS	2,370
57031		OREGON BRASS WORKS	2,654
57060		OREGON DESIGN SERVICES	11,595
57285		OREGON METAL SLITTERS	13,622
58691	-04	PACCORD	893,983
58490		PACIFIC DETROIT DIESEL	26,224
58610		PACIFIC INSULATION	3,738
58630		PACIFIC MACHINERY	5,706
58640		PACIFIC MARINE DISTRIB	2,717
58670		PACIFIC METAL	29,252
60000		PARAMOUNT SUPPLY	54,554
60177		PARR LUMBER	5,655
60280		PATENT SCAFFOLDING	22,925
60360		PAYROLL	4,181
58214		PDS INC	7,627
61020		PERFORMANCE CONTRACTING	7,722
61086		PETERS OFFICE SUPPLY	4,741
61225		PETERSON INDUSTRIAL	3,200
62435	-02	PGE	11,315
61980		PIONEER STERILIZED CLOTHES	26,150
62161		PITTSBURG TESTING LABOR	17,927
62234		POLYCRETE INC	13,927
62235		PONDER BURNER INC	1,318
62236		PONY EXPRESS MAINTENANCE	5,990
62250		POPE RIGGING LOFT	36,853
62265		PORT PLASTICS INC	5,619
62430		PORTLAND GEAR WORKS	5,586
62700		PORTLAND VALVE FITTING	25,255
63260		POWER RENTS	4,486
63527		PRESIDIO COATINGS	1,100
63640		PRICE WATERHOUSE	0
63680		PRIESTLEY OIL	0
63683	-02	PRIME COMPUTER	37,610
63747	-02	PRODUCTION SUPPLY	24,651
63790		PROGRESS ELECTRONICS	42,809
63806		PROPULSION CONTROLS	194,083
28657		RAY FLEMING INC	2,752
65140		RED LION INN	3,333
65690	-05	RELIANCE ELECTRIC	30,556
65878	-02	RENT A WRECK - BEAVERTON	2,495
66260		RIEDEL INTERNATIONAL	6,946
66525		ROADWAY EXPRESS	1,184
67309		ROLAND MARINE	10,215
55018		RONALD NISBET ASSOC	17,158
67325		RONAN ENGINEERING	4,964
67976		RYERSON HARDWOOD FLOORS	5,850
68245		SAB NIFE INC	1,587
68287		SAFETY AND SUPPLY	3,671
73070	-04	SAIF CORP	4,000,000
68920		SANDERSON SAFETY SUPPLY	97,580
68950		SANSONE, SR, JOSEPH PROP TAX RSH	13,858
69310	-01	SCHUCHART & ASSOC	4,200

VENDOR NUMBER	VDR RTE	NAME	PRINCIPAL BALANCE
69523		SEA MAR ELECTRIC	13,500
69635		SEAPORT PETROLEUM	2,342
69730	-01	SEATTLE TARP	1,120
69521		SEA-LAND INDUSTRIES	12,890
70370	-02	SHAVER TRANSPORT CO	83,674
70477		SHELL OIL	3,120
25082	-02	SHOP SERVICES	3,119
70780		SHOP SERVICES	4,330
71165		SIPCO MARINE - (PAID)	0
71585		SOURCE COMP	1,232
72094		SPERRY MARINE	114,108
73030		STARK & MORRIS	2,117
73270		STEAM SUPPLY	7,057
73324		STEEL SALES	17,102
73518		STEWART & STEVENSON	13,697
		SYLVIA GREBE	66,844
74475		SYSTEMS ENG	72,649
74490		SYSTONETICS	16,833
74582		TEI-TURNBULL	65,983
74927		TEK CHEMICAL	5,554
75010		TELEDYNE PENN	1,732
75050		TEMPLEX IND	12,108
56550		THE OIL POLISHING CO	7,400
77400		THUNDERBIRD-ASTORIA	1,811
77401		THUNDERBIRD-COL	11,988
		TIMOTHY R LOCKE	0
78170		TONKIN TORP	0
78257		TOURANGEAU NOR WES	1,745
78590		TRANSAMER DELAVAL	36,778
78957		TRIPLE-A SOUTH	7,500
79000		TRI-WAY INDUSTRIES	11,927
79535		UHAUL CTR-BEAV	3,278
79886		UNIDYNAMICS/MIDWEST	1,747
80045		UNIT PROCESS	1,839
58680		US WEST/ PNB	24,856
81153		VANGAS	1,523
81330		VENTILATION POWER CLEAN	24,025
81465		VICKERS INC	27,734
81608		WAAGMEESTER CAN	1,977
82400		WASHINGTON CHAIN	5,500
82440		WASTE MGMT OF ORE	20,696
82485		WATERMAN SUPPLY	1,800
83230		WEST COAST INSULATION	3,138
83395		WESTCON, INC	3,145
83425		WESTERN AUTOMATION	5,714
83490		WESTERN ENGINEERS	18,329
83530		WESTERN FOUNDRY	36,414
83556		WESTERN IMAGE SYSTEMS	6,064
83821		WESTERN STUD WELDING	1,897
83904		WESTINGHOUSE ELECTRIC	9,086
84330		WILLAMETTE TUG	18,380
84393		WILSON & HAYES	14,277
81604		WGO SUPPLY	53,999
19550		W.H. CRESS	2,148
			<hr/>
			9,570,290
			279



PSA

NORTHWEST MARINE IRON WORKS

- + Opportunity
- + Alliance
- + PSRY Incentives
- = Targeted Incentive Program (TIP)

Goal: Identify program for NMIW
New business that otherwise would not come to PSRY

Project ideas

- o New Thread Upgrade
 - + Financial partner
 - Other shipyards
 - Port/staff
 - Defense contractor
 - Foreign?

- o Possibles

Todd
Newport News
Bath
Avondale
Norshipco
General Dynamics
Boeing
FMC
Rockwell
Northrup
Grumman
Sperry
Plessey
United Technologies
Japan Inc.
Korea
MANN
Montedison
General Electric
McDonald Douglas, Ford

CARNEY, BUCKLEY, KASAMEYER & HAYS

RICHARD R. CARNEY
JEROME B. BUCKLEY, JR.
JAMES W. KASAMEYER
PAUL C. HAYS
LINDA J. LARKIN
STEPHEN H. BUCKLEY
CHARLES D. BESHEARS
JAMES O. MARSH
ROBERT L. SEELIG

ATTORNEYS AT LAW
410 RIVIERA PLAZA
1618 S.W. FIRST AVENUE
PORTLAND, OREGON 97201
TELEPHONE (503) 221-0611
SALEM TELEPHONE (503) 378-0273

DONALD S. RICHARDSON
OF COUNSEL

October 12, 1988

Mr. William Zavin
President
Northwest Marine Iron Works
P.O. Box 3109
Portland, OR 97208

Re: Plumbing and Pipefitting Industry Trust Funds

Dear Mr. Zavin:

As you know from our previous dealings, I am the collections attorney for the Plumbing and Pipefitting Industry Trust Funds.

The Trust Funds are very concerned about Northwest Marine's inability to pay its pension and apprenticeship contributions for the month of August. Based on our telephone conversation last week, it appears that Northwest Marine will be unable to pay its pension and apprenticeship contributions that accrued for hours worked during the month of September and may not be in a position to resume payment of pension and apprenticeship contributions until late in the year.

The Trust Funds cannot allow this situation to go on unresolved and hope that Northwest Marine will be in a position to pay the past due fringe benefit contributions by the end of the year as you indicated it should be able to do.

The Trust Funds want to work with Northwest Marine in whatever way possible so that we can arrive at a solution that meets the needs of both parties. The Delinquency Committee for the Trust Funds has a meeting scheduled for October 19, 1988 at 10:00 a.m. The Delinquency Committee consists of one Employer Trustee and one Union Trustee and deals with all employer delinquencies. The Delinquency Committee would like you or a representative from Northwest Marine to attend the meeting or be able to speak with the members of the Delinquency Committee through a conference call.

Some of the information we would like to receive and the questions we would like to have answered are set forth below:

William Zavin
October 12, 1988
Page 2

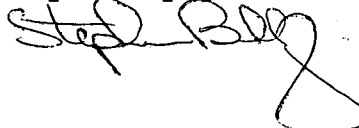
1. We would like a copy of Northwest Marine's most recent financial statement that was supplied to the creditors committee. Arrangements for confidentiality can be made.

2. A summary of post-bankruptcy bills that are outstanding including whether monies are owed to the Internal Revenue Service, fringe benefit funds, trade creditors, the Port of Portland, Willamette Savings & Loan, First Interstate Bank and Northwest's Workers Compensation Insurance Carrier.

3. We would also like to know why Northwest Marine expects to resolve its change order disputes with the Department of Navy no later than the end of the year.

The Trust Funds have not yet taken a position concerning how they will handle Northwest Marines' delinquency and the extent to which they will allow Northwest Marine's delinquency to continue. However, I believe it is highly unlikely the Trust Funds will allow Northwest Marine to become delinquent in the payment of fringe benefit contributions for another month without taking action to collect the outstanding obligations. Please contact me and let me know if you or a representative from Northwest Marine is available to attend the Delinquency Committee meeting or whether you would prefer to speak to the Delinquency Committee through a conference call. I look forward to your response.

Very truly yours,



Stephen H. Buckley

SHB:jh

cc: Matt Walters
Frank Quinn
Albert Kennedy, Esq.



The Comptroller General
of the United States

Washington, D.C. 20548

Decision

RECEIVED

JAN 18 1988

TAYLOR & HINTZE

Matter of: Southwest Marine, Inc.

File: B-229596; B-229598

Date: January 12, 1988

DIGEST

A compelling reason exists for canceling an invitation for bids (IFB) for the overhaul of a naval vessel after bid opening and resoliciting the requirements under a request for proposals where the unavailability of the naval vessel renders the IFB inadequate to express the minimum needs of the government.

DECISION

Southwest Marine, Inc., protests the Navy's cancellation of invitation for bids (IFB) No. N62678-87-B-0203 and the subsequent resolicitation of the requirement under request for proposals (RFP) No. N62678-88-R-0004, for the regular overhaul of the "USS Anchorage." Southwest, the apparent low, responsive bidder under the IFB, alleges that cancellation of the IFB was without a rational basis since the RFP is identical to the IFB in all material respects.

We deny the protest.

On July 10, 1987, the Navy issued the IFB for the regular overhaul of the "USS Anchorage." The IFB's production performance period, the period set aside by the Fleet to make the ship available to the contractor for repair work, was to begin on January 18, 1988, with completion of repairs required by August 16. Five bids were timely received and opened on September 23. The apparent low bidder was found to be nonresponsive on September 28 and filed a protest with the contracting officer on September 29. The contracting officer determined Southwest to be the next lowest responsive bidder and initiated a pre-award survey pending the outcome of the protest before him.

On October 29, the Commander in Chief of the Pacific Fleet requested a change in the availability period of the "USS Anchorage" due to operational requirements of the vessel; the ship would not be available until April 1988. The contracting officer determined that the change in availability period would alter the actual needs of the agency as stated in the IFB and canceled the solicitation on November 3. All bidders were so informed. On November 5, the Navy issued the RFP for the regular overhaul of the "USS Anchorage" incorporating: (1) a new production performance period of April 4 through November 3, 1988 (a slippage of approximately 77 days); (2) the furnishing of a new telephone system not previously required under the IFB; and (3) a relaxation of the number of milestone dates required in the bidder's proposed schedule. This protest followed.

Southwest maintains that the revisions made to the scope of work in the RFP are not sufficient to warrant cancellation of the IFB. Specifically, Southwest argues that the change in the production performance period is not a material factor that would affect the price, quality or quantity of services requested. Southwest maintains that the agency could have accommodated the changed availability period by requesting an extension of the bid acceptance period since the actual number of days to perform the overhaul remained the same. Similarly, Southwest contends that a reduction in milestone dates does not alter the ultimate performance of the contract but merely reduces the detail to be provided in the RFP. With respect to the addition of a new telephone system in the RFP, Southwest contends that this would have no affect on competition since all competing shipyards must deal with the same supplier and, furthermore, the Navy could have acquired this item by using the "Additional Government Requirements" clause in the contract.

Although a contracting officer has broad discretion to cancel an IFB, he must have a compelling reason to do so after bid opening because of the potential adverse impact on the competitive bidding system of cancellation after bid prices have been exposed. Aero-Executive Helicopters, B-227133, Aug. 17, 1987, 87-2 CPD ¶ 167; Alliance Properties, Inc., 64 Comp. Gen. 854 (1985), 85-2 CPD ¶ 299. As a general rule, the need to change the requirements after the opening of bids to express properly the agency's minimum needs constitutes such a compelling reason. Id. Our Office generally regards cancellation after opening to be appropriate when an award under the ostensibly deficient solicitation would not serve the actual minimum needs of the government or when other bidders would be prejudiced by such an award. United States Elevator Corp., B-225625, Apr. 13, 1987, 87-1 CPD ¶ 401. Our review is limited to considering the reasonableness of the exercise of the contracting

official's discretion. Motorola, Inc., et al., B-221391.2, et al., May 20, 1986, 86-1 CPD ¶ 471.

We find that the record establishes a compelling reason to cancel the IFB. The IFB included a production performance period which did not properly express the agency's minimum needs due to the changed availability date of the vessel (a slippage of 77 days).^{1/} We view time for performance as a material factor in a solicitation that likely will affect price. Aero-Executive Helicopters, B-227133, supra; Pierce Mfg., Inc., B-224007, Oct. 28, 1986, 86-2 CPD ¶ 483. We agree with the Navy that specific dates become very critical to shipyards because of the possibility of varying workloads and changes in cost rates. Specifically, the record shows that overhaul of a vessel is a very labor-intensive undertaking. Further, labor supply is directly related to the amount of other work in a yard at a specific time--a yard that is not available for additional work at a given time may be available and competitive 2 or 3 months thereafter. Thus, a change in ship availability dates may potentially affect bidder's prices to various degrees, and may also affect which bidders participate in the procurement. We therefore find a rational basis to the cancellation on this basis alone.

Finally, Southwest complains that the cancellation was procedurally deficient since the contracting officer did not prepare a formal written determination stating a compelling reason for cancellation. Such a procedural failure does not in itself constitute a basis to sustain a protest, however, where, as here, the cancellation in fact is warranted. Feinstein Construction Inc., B-218317, June 6, 1985, 85-1 CPD ¶ 648.

The protest is denied.


James F. Hinchman
General Counsel

^{1/} Southwest argues that a bid protest filed under the IFB with our Office also would have involved a slippage of approximately 77 days. In a bid protest, the agency's requirements remain the same and, if necessary, the agency can override the bid protest stay provisions to fulfill its unchanged requirements. Here, however, the underlying requirements on which the competition was based have changed.

Bidder	Basic ⁶⁸⁰	AGB	Port Differential ²⁷⁶	Total ⁹⁵⁶
Northwest Ironworks (NWII)	\$14,368,000	\$1,440,000	\$73,000	\$15,881,000
SNM	17,048,692	1,440,000	6,714	<u>18,495,406</u>
TODD (Seattle)	15,971,785	2,520,000	83,594	18,575,379
Continental Maritime (San Francisco)	16,736,124	2,412,000	31,177	19,179,301
NASSCO	17,401,215	2,592,000	12,843	20,006,058



DEPARTMENT OF THE NAVY

SUPERVISOR OF SHIPBUILDING, CONVERSION AND REPAIR, USN
P.O. BOX 215
PORTSMOUTH, VIRGINIA 23705-0215

RECEIVED

NOV 18 1987

NAVY

IN REPLY REFER TO:

4330

Ser 410/1022

NOV 13 1987

Northwest Marine Iron Works
P.O. Box 3109
Portland, OR 97208

Re: Solicitation Nos. N62678-87-B-0203 and N62678-88-R-0004, USS ANCHORAGE
(LSD-36)

Gentlemen:

This letter is to inform you, pursuant to Federal Acquisition Regulations 33.104 (a) (3), that by letter dated November 11, 1987, Southwest Marine, Inc. has submitted a formal bid protest to the General Accounting Office.

The contractor is protesting the cancellation of solicitation no. N62678-87-B-0203 and the award to any other offeror under solicitation No. N62678-88-R-0004. The specific basis for the protest is that there was ostensibly, no compelling reason to cancel the IFB. The contractor's position is that the change in the ship's operational commitments is in the area of an "Administrative Difficulty" and extension of the bid acceptance period should have been requested rather than cancelling the IFB.

Contractors are advised that views and relevant information on this issue may be submitted to the General Accounting Office as follows:

General Counsel
General Accounting Office
441 "G" Street, N.W.
Washington, D.C. 20548-5000
Attn: Procurement Law Control Group

Submissions should reach the General Accounting Office not later than close of business November 20, 1987. Copies of any such submissions should be furnished to the contracting officer.

Sincerely,

S. T. WINDER
Contracting Officer
By direction of
the Supervisor

TAYLOR & HINTZE

ATTORNEYS AT LAW

SEATTLE OFFICE

900 AGC BUILDING, 1200 WESTLAKE AVENUE NORTH, SEATTLE, WASHINGTON 98109
TELEPHONE (206) 282-4004, TELECOPIER (206) 283-9198

November 18, 1987

General Counsel
General Accounting Office
441 "G" Street, N.W.
Washington, D.C. 20548-5000

Attention: Procurement Law Control Group

RE: Solicitation Nos. N62678-87-B-0203 and
N62678-88-R-0004, USS ANCHORAGE (LSD-36)
Protest of Southwest Marine, Inc.--
Dated November 11, 1987

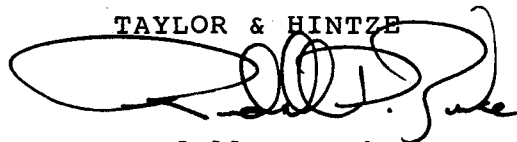
Gentlemen:

Pursuant to 4 CFR 21 and the Contracting Officer's letter serial 410/1022, dated November 13, 1987, issued pursuant to FAR 33.104, Northwest Marine Iron Works submits the attached memorandum of views and relevant information supporting the Contracting Officer's decision to cancel Solicitation No. N62678-87-B-0203.

Northwest Marine Iron Works intends to respond to Solicitation No. N62678-88-R-0004 and has a reasonable prospect of receiving an award if the protest of Southwest Marine, Inc., is denied. Accordingly, Northwest Marine Iron Works is an interested party under the CFR and FAR sections cited above.

Very truly yours,

TAYLOR & HINTZE



Randall D. Zuke
Attorneys for Northwest
Marine Iron Works

RDZ:ss
Enclosure

cc: W. L. Brannock
Contracting Officer
Mr. William Zavin

RICHLAND OFFICE

GESA BUILDING, SUITE E, 825 GOETHALS, RICHLAND, WASHINGTON 99352
TELEPHONE (509) 943-6691, TELECOPIER (509) 946-4330

ANCHORAGE OFFICE

310 K STREET, SUITE 603, ANCHORAGE, ALASKA 99501
TELEPHONE (907) 276-4026, TELECOPIER (907) 279-6368

TO THE COMPTROLLER GENERAL OF THE UNITED STATES

Matter of Southwest Marine, Inc.)	
)	
Under Solicitation Nos. N62678-87-B-0203	)	MEMORANDUM OF VIEWS
and N62678-88-R-0004; USS Anchorage	)	AND RELEVANT INFOR-
(LSD-36)	)	MATION
)	

The Contracting Officer determined that the unavailability of the USS Anchorage for the first 11 weeks (or 36%) of a 30-week production period justified the cancellation of the initial overhaul solicitation. Northwest Marine Iron Works (hereinafter "NMIW") agrees that the determination was correct and offers the following views and relevant information in support of the Contracting Officer's decision.

I. FACTUAL BACKGROUND

In July of 1987, the Supervisor of Shipbuilding, Conversion and Repair, USN in Portsmouth, Virginia, issued Solicitation No. N62678-87-B-0203 (hereinafter referred to as the "IFB") as an Invitation for Bids for the regular overhaul of the USS Anchorage (LSD-36). The IFB specified that work on the vessel would commence on January 18, 1988 and would be completed by August 16, 1988. Bids were received and opened on September 23, 1987. After that date, but prior to an award, the Anchorage's operational commitments changed, making the vessel

MEMORANDUM OF VIEWS AND
RELEVANT INFORMATION - 1

unavailable for the first eleven weeks of the production period. On November 3, 1987, the Contracting Officer notified all bidders that the IFB had been cancelled, and that the Government planned to re-solicit the overhaul as a negotiated procurement. On November 5, 1987, the Government issued Solicitation No. N62678-88-R-0004 as a Request for Proposals (hereinafter referred to as the "RFP").

The RFP differs from the IFB in several important respects. First, the RFP establishes a production period that is commensurate with the ship's availability. Secondly, RFP specifies an entire telephone system, not included in the IFB. This system, Item No. 432-80-001, is described as having a 200 line, 20 trunk, 50 touch tone, 150 rotary dial, 30 two-party line capacity with common control PBX switching equipment. Installation of the system will require a substantial amount of work performed throughout the ship, and throughout the production period. This is a significant work item which no bidder has yet competitively priced. Additionally, the RFP changed some nine other work items in a manner that affects their cost.

NMIW submitted the apparent low bid in response to the IFB, as indicated by the protester's tabulation. The Contracting Officer subsequently determined NMIW's bid to be non-responsive. NMIW appealed that determination, pursuant to the provisions of FAR 33.102-03, asking the Contracting Officer to reconsider. That reconsideration was in progress when the Anchorage's availability changed. By Serial Letter 410/983 dated November 4,

1987, the Contracting Officer advised NMIW that further review was unnecessary because the solicitation had been cancelled. NMIW's protest was not resolved, and thus would be reinstated should the Comptroller General grant this protest. Accordingly, the protester is not clearly the lowest responsible bidder whose bid is responsive to the IFB.

The change in the Anchorage's operational commitments, and the changes in the Government's minimum requirements made cancellation of the IFB both reasonable and necessary. NMIW believes that cancellation preserves the integrity of the competitive bidding process. As such, the cancellation was a proper exercise of the Contracting Officer's discretion. NMIW submits this memorandum of views and relevant information in support of the cancellation of Solicitation No. N62678-87-B-0203.

II. ANALYSIS

The Contracting Officer's cancellation of the IFB was proper under the Federal Acquisition Regulations and was an appropriate exercise of the Contracting Officer's discretion.

1. A Contracting Officer has substantial latitude in determining whether to cancel a Solicitation prior to Award, and the Comptroller General's review is limited to an abuse of discretion standard.

In a 1986 opinion to the Honorable William V. Roth, Jr., Chairman of the Committee on Governmental Affairs of the United States Senate, the Comptroller General stated that it does not

set aside a Contracting Officer's decision absent an abuse of discretion:

Suffice it to say, the standard we and the courts use in deciding bid protests recognizes that the contracting agency, not GAO or any other reviewing body, is responsible for its procurement actions. Our function is limited to determining if agency officials have violated the law. It is not, nor should it be, our function to substitute our preference in matters of judgment for the agencies, so long as the agency does not abuse its discretion.

Unpublished Opinion, B-208159.9, May 19, 1986 (emphasis added).

Earlier this year, the Comptroller General held that an agency decision would not be overturned absent "clear evidence" of an abuse of discretion:

Contracting officials have broad discretion to determine whether or not appropriate circumstances for cancellation exist, and our review is limited to considering the reasonableness of the exercise of that discretion.

* * *

In reviewing an agency decision to cancel a solicitation, our office will consider whether the agency's action is supported by a reasonable basis under circumstances as they existed, not merely whether the basis which the agency advanced at the time it took the action was reasonable, or whether this basis was supplied at the time the determination was made.

United States Elevator Corp., B-225625, April 13, 1987 (emphasis added); citing United States District Court for the District of Columbia, 58 Comp. Gen. 451 (1979). This position was reaffirmed as recently as August of this year when the Comptroller General stated:

MEMORANDUM OF VIEWS AND
RELEVANT INFORMATION - 4

Our office generally regards cancellation after opening to be appropriate when an award under the ostensibly deficient solicitation would not serve the actual minimum needs of the Government or when other bidders would be prejudiced by such an award. [Citation omitted]. Our review is limited to considering the reasonableness of the exercise of the contracting official's discretion.

Aero-Executive Helicopters, B-227133, August 17, 1987 (emphasis added); citing United States Elevator Corp., B-225625, April 13, 1987.

The provisions of FAR 14.404-1(a)(1) direct an award unless there exists a compelling reason for the rejection of all bids and the cancellation of the solicitation. Specific reasons for cancellation are enumerated in Subsection 14.404-1(c). However, the recognition of such a compelling reason is within the broad discretion granted to the Contracting Officer. As demonstrated by the decisions cited above, a Contracting Officer's finding that there is a compelling reason for cancellation need only be reasonable.

2. The vessel's unavailability through the first eleven weeks of the overhaul, plus the Government's desire to add a major communication system reasonably leads to the conclusion that (1) the IFB was inadequate; (2) the specifications have been revised; and (3) it is clearly in the public interest to competitively negotiate the entire revised package.

In U.S. Materials Co., B-216712, April 26, 1985, the Comptroller General held that an agency's cancellation of an IFB was proper where, as a result of unexpected administrative

delays, it became impossible for any bidder to meet the delivery schedule set forth in the solicitation. In that decision, a responsibility determination delayed the award past the date at which commencement was required (in order to meet the performance dates set forth in the IFB). Addressing the protester's offer to perform according to an extended schedule, the Comptroller General stated:

Even if an agency is willing to award a contract whose material terms are at variance with the IFB, such an award would be improper since the award of a contract pursuant to the advertising statutes must be made on the same terms as offered to all bidders. [Citations omitted]. Moreover, the integrity of the competitive bidding system also precludes an agency from awarding a contracting competed under given specifications with the intent of changing to materially different specifications. [Citation omitted].

* * *

The inherent improbability of a timely delivery under the solicitation delivery schedule had become an impossibility by September 26 when the Contracting Officer learned of U.S. Material's unwillingness to meet the delivery terms communicated to it six days earlier.

We therefore believe that since, as a result of unexpected administrative delays after bid opening, the specifications had become inadequate because it was impossible for any bidder to meet the delivery schedule set forth in the solicitation, cancellation of the solicitation was appropriate. See 53 Comp. Gen. 92 (1973); FAR, 48 C.F.R. §§ 14.404-1(c)(1) and (2).

Id (emphasis added).

Following this approach, it was reasonable for the Contracting Officer to conclude that no bidder could perform the

MEMORANDUM OF VIEWS AND
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subject overhaul in 64% of the allotted completion time. An award under such circumstances would create excessive inefficiencies in a labor-intensive project. Such Government-caused inefficiencies could have subjected the Government to substantial claims, requiring the issuance of costly equitable adjustments. See generally, Appeal of Ingalls Shipbuilding Division, Litton Systems, Inc., ASBCA 17579, 78-1 BCA 13,038 (1978). It is not in the public interest to award a contract where the agency recognizes the probability of such excessive cost overruns.

As noted in U.S. Materials above, the Contracting Officer cannot award a contract with the intent of changing to a different set of specifications after the award. Accordingly, the Contracting Officer cannot award a contract that indicates one production period when the availability of the vessel mandates that the work be performed during a different time frame. The protester's offer to extend its bid must be based upon the assumption that it could still complete the overhaul by the original completion date of August 16, 1988. The protester, however, does not explain how it intends to accomplish the work in such a short a time frame at no additional expense to the Government. In light of the Comptroller General's decision in U.S. Materials Co., the Contracting Officer could have reasonably determined that the unavailability of the vessel compelled re-solicitation.

The same result was reached in another decision that is factually similar to the one presented here. In Arcwel Corp., B-221380, March 18, 1986, the Comptroller General found that the cancellation of a solicitation was proper where the IFB failed to inform bidders that the subject ship would be at sea for a portion of the production period:

The initial IFB issued on December 23, 1985, solicited bids for the repair of a 10-ton starboard cargo boom on the USS Tuscaloosa that had been damaged during ship operation. The IFB established the performance period as December 27 through February 22, with no indication that the ship would not be available at any time during this period. Further, the IFB specifications permitted the repair to be performed on board the ship without removal of the boom to the contractor's facility for repair.

* * *

Shortly after bid opening, the contracting officer was advised by the Navy's project manager that the IFB failed to inform bidders that the ship was scheduled to be at sea from January 6 through January 24 (apparently the ship's availability dates had been omitted from the IFB through inadvertance). The contracting officer decided to cancel the solicitation because the ship's actual schedule mandated that the contractor remove the boom from the ship before January 5, repair the boom at its own facility during the ship's at-sea period, and then re-install the boom after the ship's return from sea duty.

Id. Citing the urgency of the needed repairs, the Contracting Officer cancelled the IFB and issued an RFP on the same day. The RFP contained new specification requirements that conformed to the ship's operational commitments. Arcwel argued that the Navy had no compelling reason to cancel the solicitation since the

specification changes had no effect on the work, or its cost. The Comptroller General, however, found that the ship's availability dates were critical to the procurement:

In support of its position, Arcwel emphasizes that its initial bid price remained unchanged after the re-solicitation. In this connection, Arcwel states that it had always contemplated removing the boom from the ship and performing the repair work at its facility, an approach which Arcwel characterizes as "the more reasonable method of proceeding". In short, Arcwel argues that the cancellation was unjustified because no significant changes which affect price were reflected in the RFP's specifications.

The use of specifications that do not adequately describe the Government's actual needs generally provide a compelling reason for cancellation; however, the fact that an invitation is in some way deficient does not, of itself, constitute a compelling reason to cancel if other bidders would not be prejudiced by an award under the solicitation and award would serve the Government's actual needs. [Citation omitted]. Stated differently, two factors must be examined to determine whether a compelling reason for cancellation exists: (1) whether the best interest of the Government would be served by making an award under the solicitation, and (2) whether bidders would be treated unfairly and disparately if such an award were made. [Citation omitted].

We cannot agree with Arcwel's assertion that the ship availability dates were not critical to the procurement. The contracting officer, determining that the correction of the ship availability dates constituted a significant change to the specifications, notes that the ship's schedule would require removal and reinstallation of the ship's boom and by use of equipment not previously required (a floating crane). Obviously, what was being required here did change.

Id (emphasis added). Likewise, the change in the Anchorage's availability significantly changed the requirements of the IFB.

As demonstrated above, a late award based on the original production dates would not serve the best interests of the Government. As is demonstrated below, an award to the protester based on the revised production period would result in the unfair and disparate treatment of all other bidders.

An overhaul of the nature presented here is extremely labor-intensive. A successful completion requires a sufficient supply of skilled labor available at an optimum cost. Labor supply is, of course, directly related to the amount of other work in the yard. A yard that is optimumly balanced during a certain production period may not even be competitive three months later. For instance, suppose that a shipyard had previously agreed to a labor rate increase beginning in March of 1988. Under the IFB, that yard could have based its bid upon 1-1/2 months of work at the lower rate. Within certain parameters, it could have scheduled and loaded the project accordingly. Under the RFP, however, that same yard would now have to pay the higher rate throughout the entire project. Likewise, a savings to the Government would occur if a yard was able to obtain a rate decrease sometime during the production period. As the Comptroller General found in Arcwel Corp., the ship's availability dates are critical to the procurement.

Cancellation in light of a possible wage rate increase was expressly recognized earlier this year by the Comptroller General:

We think a four month delay in performance of a construction contract [for the repair of a taxi way and runway aprons at an Air Force base in Nebraska] reasonably could be expected to have a substantial effect on bids depending on possible wage rate changes, the availability of equipment, and other similar factors subject to change during the delay.

Cedar Valley Corp., B-225475; B-225723, February 24, 1987
(emphasis added).

The Contracting Officer's decision to cancel the Anchorage IFB and to proceed under a RFP was clearly a reasonable exercise of discretion. The procedure was expressly approved by the Comptroller General in Arcwel Corp.

As in U.S. Material, the protester here cannot reasonably perform under the dates of the IFB. To sustain the protester's request for an award under the IFB, but to allow production under the dates set forth in the RFP, would prejudice all other bidders. On the other hand, a denial of this protest would in no way prejudice the protester. The IFB, itself, advised all bidders that the Government expressly reserved the right to reject any, or all, bids. See Solicitation No. N62678-87-B-0203, pages 55 and 56 of 56, FAR 52.214-10. The protester has the same opportunity to compete for the new requirements as does everyone else.

Contrary to what the protester suggests, re-solicitation preserves (not destroys) the integrity of the competitive

procurement process. Sustaining this protest will clearly prejudice other interested parties, whereas a denial is proper, and is clearly within the best interests of the Government.

3. A contractor has no right to an extension of its bid should administrative difficulties delay an award. The request for such an extension is a matter solely within the discretion of the Contracting Officer.

The protester correctly observes that FAR 14.401-1(d) allows a Contracting Officer to request an extension of the bid acceptance period should administrative difficulties delay an award within the period specified in the solicitation. However, the Comptroller General has recognized that such a request is within the purview of the Contracting Officer's discretion. See Systematics General Corp., B-224991, February 20, 1987.

Furthermore, no bidder is required to so extend its bid. Id. Although the protester now offers to extend its bid, there is nothing to suggest that the Contracting Officer had any indication, at the time he elected to cancel the IFB, that any offeror would make such an extension. The Contracting Officer's decision to cancel the IFB was reasonable based on the information available at the time the decision was made.

The protester suggests that the FAR places the Contracting Officer under a duty to request an extension when faced with administrative difficulties. The Comptroller General has expressly rejected that argument. In Pegasus Alarm Associates, Inc., B-225597.2, May 12, 1987, the Comptroller

General held that this FAR provision created no rights in a bidder:

Pegasus now argues that the FAR provision places a "clear, unambiguous, and unequivocal duty" on the contracting officer to seek an extension, but imposes no corresponding duty on bidders. If anything, Pegasus concludes, the FAR creates a correlative right in a bidder whose bid acceptance period is about to run out.

We find this argument without merit. It is well settled that there is no right to a Government contract. Perkins v. Lukens Steel Co., 310 U.S. 113 (1940) cf. Krygoski Construction Co., 63 Comp. Gen. 367 (1984), 84-1 CPD p. 523. The FAR provision, in our opinion, is only for the benefit of the Government, establishing a procedure for contracting officers to follow in cases where administrative difficulties delay award, so that it becomes necessary to seek extensions from the lowest bidders. The provision is of the type that creates no rights in bidders.

Id (emphasis added).

Regardless of whether a change as far-reaching as the revised production dates actually is an "administrative difficulty", the addition of the new communication system clearly is not. Although the protester asserts that these changes are insignificant, thus implying that it could still meet the August 16, 1988 completion date, the Contracting Officer could reasonably conclude the new requirements compelled cancellation. The Contracting Officer would be entirely correct in making such a determination. The Comptroller General has consistently held that the contracting agency has the primary responsibility to determine the Government's minimum requirements. See Grumman

Corp.-Reconsideration, B-225621.4, July 15, 1987; citing American Science & Engineering, Inc., B-225161.2, March 5, 1987.

IV. CONCLUSION

In light of the views and relevant information set forth above, Northwest Marine Iron Works believes that the Contracting Officer reasonably had a compelling reason to cancel Solicitation No. N62678-87-B-0203 and that the issuance of Solicitation No. N62678-88-R-0004 was proper. NMIW offers the above in support of the Contracting Officer's decision.

DATED this 19th day of November, 1987.

TAYLOR & HINTZE

By 

RANDALL D. ZUKE

Attorneys for Northwest Marine
Iron Works

NOV 17, 87 13:56 TAYLOR, BRYAN & HINTZE

P.02



DEPARTMENT OF THE NAVY
SUPERVISOR OF SHIPBUILDING, CONVERSION AND REPAIR, USN
P.O. BOX 215
PORTSMOUTH, VIRGINIA 23705-0215

IN REPLY REFER TO:

4330

Ser 410/916

NOV 08 1987

Subj: Invitation for Bid N62678-87-B-0203; regular overhaul of USS ANCHORAGE
(LSD-36)

Gentlemen:

Please be advised that subject Invitation for Bid has been cancelled due to changes in the ship's operational commitments.

The Government plans to resolicit as a negotiated procurement by issuing a Request for Proposals. If interested, you are requested to retain previously issued plans/drawings for reuse on the new procurement.

Sincerely,

Contract Manager



SI043707
NWMAR140101



SOUTHWEST MARINE, INC.

SAN PEDRO DIVISION

"Specialists in Ship
Repair and Overhaul"

985 S. Seaside, P.O. Box 3600, Terminal Island, CA 90731-7331
(213) 519-0600 / Telex: 910-345-8838 (SWM TERM)

Corporate Offices: San Diego

November 11, 1987

General Counsel
General Accounting Office
441 "G" Street, N.W.
Washington D.C. 20548-5000

ATTN: Procurement Law Control Group

RE: Protest of Cancellation of Solicitation No. N52678-87-D-0203,
and of Award to Any Other Offeror Under Solicitation No.
N52678-88-R-0004

Gentlemen:

Southwest Marine, Inc., San Pedro Division ("SWM"), hereby protests
cancellation and award to any other offeror under the referenced
solicitations. Pertinent information regarding this Protest are as
follows:

1. Identification of Protester

Southwest Marine, Inc.
San Pedro Division
985 South Seaside Avenue
P. O. Box 3600
Terminal Island, CA 90731-7331

Phone: 213/519-0600

Contact Point: William M. Johnston
General Manager

2. Issuing Agency and Related Information:

Solicitation Nos.: N52678-87-D-0203 and
N52678-88-R-0004

Issuing Agency:

Supervisor of Shipbuilding,
Conversation and Repair, USN
P. O. Box 215
Portsmouth, Virginia 23705-0215

Point of Service of Protest:

Solicitation No. N52678-87-D-0203

W. L. Brannock (Code 401)
P. O. Box 215
Portsmouth, Virginia 23705-0215

Phone: 804/396-7664/7768

Solicitation No. N52678-88-R-0004

Procuring Contracting Officer (Code 410)
P. O. Box 215
Portsmouth, Virginia 23705-0215

Phone: 804/396-7664/7768

I. FACTUAL BACKGROUND OF PROTEST

Solicitation No. N52678-87-D-0203 (hereinafter "the IFB"), as amended, requested bids to prepare for and accomplish the Regular Overhaul of the vessel USS ANCHORAGE, in accordance with detailed Navy specifications. Exhibit I hereto is relevant pages from the IFB. The IFB contemplated award no later than December 18, 1987, with a start date of January 18, 1988 and a completion date of August 16, 1988 (Paragraph F-1(a)); to qualify for award, bidders were required to have a Master Ship Repair (MSR) Contract (Paragraph I-16); a firm fixed price contract was contemplated (Paragraph M-1) with award to be made to the responsible bidder "considering only price and the price-related factors specified elsewhere in the Solicitation." (Paragraph M-3). Those "price-related factors" were the evaluated price of 72,000 man hours for Additional Government Requirements ("AGR") (Paragraph M-5) and "Forseeable Costs" associated with transportation of the vessel to various West Coast ports (Paragraph M-6).

Bid opening occurred on September 23, 1987 with the following results:

Bidder	Basic	AGB	Port Differential	Total
Northwest Ironworks (NWI)	\$14,368,000	\$1,440,000	\$73,000	\$15,881,000
SM	17,048,692	1,440,000	6,714	<u>18,495,406</u>
TOD (Seattle)	15,971,785	2,520,000	83,594	18,575,379
Continental Maritime (San Francisco)	16,736,124	2,412,000	31,177	19,179,301
NASSCO	17,401,215	2,592,000	12,843	20,006,058

On or about September 29, 1987 the undersigned was advised by Navy representatives that the apparent low bidder, NWI, was determined to have been non-responsive. At that time, we were requested to provide preaward information pursuant to Paragraph L-20 of the IFB, which was submitted by our letter of October 6, 1987.

On or about October 4, 1987 I was advised by Navy officials that our bid was responsive. And, I am confident that SM was found responsible, since our company has performed many similar overhauls of Navy vessels.

On November 5, 1987, SM received a letter dated November 3, 1987 (Exhibit 2), the full text of which is as follows:

"Please be advised that [the IFB] has been cancelled due to changes in the ship's operational commitments.

The Government plans to resolicit as a negotiated procurement by issuing a Request for Proposals. If interested, you are requested to retain previously issued plans/drawings for reuse on the new procurement." (Emphasis added)

SWM received the "new procurement", Solicitation No. N62678-88-R-0004 (hereafter "the RFP") on November 5, 1987. Relevant pages of the RFP are attached as Exhibit 3.

As the Navy's November 3rd letter at least impliedly states, the RFP made no substantial changes to the specifications or the Government's requirements concerning overhaul of the ANCHORAGE. A telephone system work item was added and a number of work items were deleted. For all intents and purposes, the Specification package was not changed.

Otherwise, the RFP provides for award by February 8, 1988 (Paragraph F-1) or 53 days after the contemplated award date under the IFB, and performance of the overhaul work from April 4 through November 3, 1988. The total change in the period in which the vessel is available for work is two working days. A firm fixed price contract is still contemplated (Paragraph M-1), award is still contemplated based principally on price (Paragraph M-3), and the other price related factors (AGP and port differential) are identical to the IFB (see Paragraphs M-5 and M-6).

II. BASIS FOR PROTEST

The general rule of competitive, sealed, bid procurements is that award "must" be made to the low, responsive and responsible bidder unless there is a "compelling reason to reject all bids and cancel the IFB". FAR 14.404-1(a)(1). Specific reasons for which the Government "may" cancel an IFB after bid opening are set forth in FAR 14.404-1(c). In this instance, the reason cited in the Navy's November 3 letter for cancellation, "the ship's operational commitments," presumably falls within the "public interest" catch-all provision in Subsection (c)(9). The facts show, however, that the public interest and FAR itself mandates acceptance of SWM's bid.

If "operational commitments" have changed, they have not changed sufficiently to warrant the drastic step of cancelling this IFB, after bids have been exposed in a procurement that was vigorously contested. The apparent operational commitment of the vessel has changed by only 53 days, that is, the IFB contemplated award on or before December 17, 1987 and the RFP contemplated award on or before February 8, 1988. The "start date" for work changed by only 76 days. Those are not "compelling" reasons to cancel. The difference between SWM's bid and that of the next low bidder (Todd Seattle) was .51%, or \$80,000 difference in total bid prices of over \$18,000,000.00. Clearly, the integrity of the sealed bid system cannot tolerate a cancellation and resolicitation in these circumstances.

A course of action that the Navy could have followed is set forth at FAR 14.404-1(d). That section requires that, in the event of "administrative difficulties" encountered after bid opening that may delay award beyond bidders' acceptance periods, the lowest bidders should be asked to extend their bids. Clearly, a change in operational commitments of only 53 days or 76 days is in the nature of an "administrative difficulty," and extension of the bid acceptance period should have been requested rather than cancelling the IFB. SWM's bid as submitted was valid until December 22, 1987. We reaffirm its validity until that date and we are willing to extent validity through February 8, 1988 if necessary.

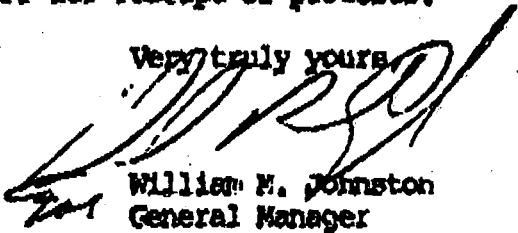
The Navy had no rational basis for cancelling the IFB and issuing a new "RFP" which is identical to the IFR in all material respects. Certainly, there is no compelling reason and the harm to the integrity of the competitive bid system is obvious. There is no question that SWM is a responsible MSR contractor and that SWM is the low responsive bidder. Award should have been made to SWM.

III. REQUEST FOR RULING AND RELIEF REQUESTED

SWM requests that the Comptroller General sustain the protest concerning the IFB by ruling that cancellation was improper and that no award may be made under the RFP. SWM requests that the Comptroller General recommend to the Navy that award be made immediately to SWM under the IFB at its bid price including AGR requirements.

Concurrently, a copy of this protest, without Exhibits which are already in the Navy's possession, is being delivered to the point designated in the IFB and the RFP for receipt of protests.

Very truly yours,


William M. Johnston
General Manager

5.21.87

Bill -

LOCKPORT ESTIMATED & BID THE
FT. FISHER @ 328,000 MH's

WORD IS THEY TOOK 387,000 MH's
TO COMPLETE THE JOB — AND
THIS DOES NOT INCLUDE THE EXTRA
SUBCONTRACTOR COSTS INCURRED
WHEN LOCKPORT HIRED THE SUBCONTRACTORS
(FRASER, ETC.) TO COMPLETE SPEC. WORK
LABOR THAT COULD NOT BE COMPLETED
WITHIN SCHEDULE REQUIREMENTS BY
LOCKPORTS OWN LABOR POOL.

Fred

October 9, 1987

Dear Ms. Robinson:

In further clarification of my letter to you dated October 3, 1987, I wish to make absolutely clear Northwest Marine's position with regard to any Government warranty relating to the accuracy of drawings, designs and specifications. As indicated in my previous letter, the company made certain gratuitous assumptions relating to what we believed the law implied.

I wish to clarify that Northwest Marine fully understands the Government's argument that the law implies no warranties with regard to the accuracy of drawings, designs and specifications. Furthermore, our company is prepared to accept, unequivocally, the Government's position with regard to this matter.

Therefore, Northwest Marine respectfully requests that its gratuitous assumption with regard to such implied warranties be ignored and not allowed to stand in the way of the award of this important contract. It was not the company's intention to condition its bid with such language, nor would such language alter the rights and responsibilities of either the company or the Government. We accept the Government's position as an accurate statement of law and apologize for the unintended confusion we have caused.

Sincerely,

Bill Zavin



NORTHWEST MARINE IRON WORKS

October 12, 1987

TO: G. Miller
B. Zavin
J. Coleman

FROM: B. Birch

SUBJECT: Weekly Activity Report - October 5-11, 1987

GRIEVANCES

- Sheetmetal - R. Harris (discrimination) - pending.
- Sheetmetal - G. Whiting (injury pay) - Union requesting arbitration was withdrawn.
- Sheetmetal - J. Garrett (holiday pay) - Union decision to arbitrate is pending.
- Metal Trades Council - NORVAC - ongoing.
- Carpenters - Four employees (dirty pay) Company agrees with Union and is in process of paying the grievants.

MANPOWER

Union	-	859 as of October 9, 1987
Non-represented	-	94 as of October 9, 1987
P.O./Temp.		
Service	-	11 as of October 9, 1987

OTHER BUSINESS

Affirmative Action Plan - Quarterly report will be distributed to all managers this week.

United Way - Annual campaign will start this week.

Immigration Reform and Control Act of 1986 -

The key to compliance is proper completion of the I-9 Employment Eligibility Verification Form. The Act makes it unlawful for an employer to hire any person without verifying and documenting the person's identity and eligibility to work in the U.S.

We are in the process of setting up hiring procedures in order to comply with this Act.



NORTHWEST MARINE IRON WORKS

MAILING ADDRESS: P.O. BOX 3109
PORTLAND, OR 97208
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217
PHONE: (503) 285-7557
TWX: 910-464-6107 NORMARINE PTL

5 October 1987

Supervisor of Shipbuilding
Conversion and Repair, USN
Building 15 NNSY
Code 410 - Dianne Robinson
Portsmouth, Virginia 23705-0215

Re: Solicitation N62678-87-B-0203
Northwest Marine Iron Works' (NMIW) Proposal

Dear Ms. Robinson:

On Monday, September 28, 1987, I was notified by your office of concerns regarding three items in our offering document. These concerns included NMIW's introduction assumptions regarding Government Furnished Material, Government Furnished Designs, Drawings and Specifications, and the Proprietary Rights provision. All three of these items were not meant to be - nor were part of NMIW's solicitation bid. This additional information (letter of introduction, proprietary clause, introduction, and assumptions) was unsolicited extraneous material that was not required by the solicitation. NMIW provides you with the following comments which will help explain why this material was provided and why I believe it does not in any manner effect our obligation under the solicitation.

On page two of the introduction section of the offering document, NMIW stated in paragraph B.3 that it assumed "the drawings, designs and specifications which have been and are to be provided to NMIW are accurate, current, complete and not ambiguous". As stated above, NMIW did not intend this language to qualify or limit any of its obligations under the contract or solicitation. NMIW has always believed that it is fully bound to perform all of the work required by the specifications. NMIW also believed that this "assumption" did not conflict with any of the contract provisions of prevailing law.

NMIW believes (and therefore inserted its "assumption") that there is an implied warranty by the Government that the plans and specifications provided are not faulty or defective. NMIW logically assumed the Government is responsible for the correctness, adequacy and feasibility of its specifications and plans when the Government prepared the solicitation. Additionally, NMIW believed that the Government's responsibility and implied warranty would not be overcome by a general disclaimer cited on a drawing or within Clause 5, Inspection and Manner of Doing Work, of our Master Ship Repair Agreement. Additionally, in those circumstances where the Government specifically warned the bidders that lengths and/or sizes were not known (such as Solicitation Item 041-88 and the bidders question referring to it), NMIW has attempted to determine the actual length for bid purposes. However, for other specification items, NMIW believes that its assumption is fully consistent with the prevailing law and the solicitation terms and conditions, and in no way qualifies, expands, or limits the duties, responsibilities or obligations of NMIW or the Government.

NMIW also believes that its assumption in paragraph B.2 that the Government furnished material "will be delivered to the Northwest Marine Iron Works' facilities at Swan Island in a timely manner and in the condition and quantities necessary for ship overhaul" is not inconsistent with nor does it qualify the solicita-

tion requirements. Although the Contracting Officer expressed concern over this assumption, the statement is not in conflict with the requirements of the solicitation. In fact, it is totally consistent with those provisions.

Section H-7(a) of the solicitation defines two categories of material: 1) Material which is available at the time of turnover; and 2) material which is unavailable at time of turnover. Material that is available at the time of turnover is to be picked up at the SupShip Long Beach warehouse in Long Beach, California. NMIW's "assumption" was that the Navy would have this material ready for our timely shipment to Swan Island. In fact, we included \$40,000 in the bid for these shipping costs. (I would be pleased to furnish you a copy of the bid breakdown showing this cost). For the material not available at turnover, NMIW assumed that, in accordance with the last sentence of Clause H-7, the Government would ship the remaining material at its expense in a timely manner to our facility.

Accordingly, there is nothing inconsistent with the H-7(a) provisions and the assumptions in our introduction. We merely assumed that the material available would be ready and in a condition that would not delay our shipping. For material not available, we merely assumed that the Navy would furnish and deliver it in a timely manner. Both assumptions are consistent with the solicitation, do not qualify the bid, and are an implied condition recognized for this type of contract.

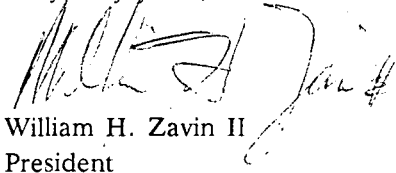
With respect to the proprietary rights language found on the third page of our offering document, it was certainly not our intent to restrict disclosure of our offer as contained on Standard Form 1411, 33 and Sections B, G-3, G-4, H-20 and K of our offer. We only intended to restrict the disclosure of the introduction background information and assumptions which preceded our offer. That information was provided to explain our company's history of performing similar projects and to describe our pricing approach to this solicitation solely in order to demonstrate our company's capacity to perform the "USS ANCHORAGE" project. We did not intend to restrict, in any manner, the disclosure of our complete offer to perform each requirement of the solicitation.

NMIW firmly believes that its intended use of the proprietary rights clause is apparent on the face of our offer. The offer document clearly separated the introductory material, including the proprietary language, from the solicitation's required forms, and the introductory material was the only information in our document which was not required by the solicitation. We provided it gratuitously. The proprietary rights language refers only to the "data furnished in connection with our proposal". The only "data" furnished in connection with, as opposed to "data" required by the solicitation, is the introductory information relating to our performance capacity. Not one page of the required information is marked or stamped confidential.

Since the three items in question were not part of our bid, we will certainly delete the objectionable information if the Contracting Officer so desires.

If you have any questions or require additional information, do not hesitate to contact me.

Very truly yours,



William H. Zavin II
President

WHZ/blf



NORTHWEST MARINE IRON WORKS

MAILING ADDRESS: P.O. BOX 3109
PORTLAND, OR 97208
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217
PHONE: (503) 285-7557
TWX: 910-464-6107 NORMARINE PTL

5 October 1987

Supervisor of Shipbuilding
Conversion and Repair, USN
Building 15 NNSY
Code 410 - Dianne Robinson
Portsmouth, Virginia 23705-0215

Re: Solicitation N62678-87-B-0203
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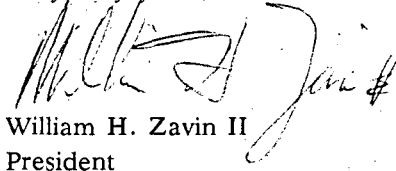
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If you have any questions or require additional information, do not hesitate to contact me.

Very truly yours,



William H. Zavin II
President

WHZ/blf



DEPARTMENT OF THE NAVY

SUPERVISOR OF SHIPBUILDING, CONVERSION AND REPAIR, USN
P.O. BOX 215
PORTSMOUTH, VIRGINIA 23705

IN REPLY REFER TO

4330
Ser 410R/876

8 0 SEP 1987

Northwest Marine Iron Works
5555 N. Channel Avenue
Portland, OR 97217

Re: SOLICITATION N62678-87-B-0203, USS ANCHORAGE (LSD-36)

Gentlemen:

I have carefully reviewed the offer submitted by your firm in response to the referenced Invitation for Bids. My review disclosed that your offer imposed certain conditions that would serve to modify the terms of the invitation, limit your firm's liability to the Government and, prevent the public disclosure of your offer. Specifically, the initial page of your offer states that "[t]his data...shall not be disclosed outside the Government...." Additionally, page two of your offer's introduction provides that "Government Furnished Material will be delivered to the Northwest Marine Iron Works facility at Swan Island" while Clause H-7 of the solicitation states that "the contractor will accept delivery of Government Furnished Material...at SUPSHIP Long Beach warehouse...." Also contained on page two is the statement "[t]he drawings, designs and specifications which have been and are to be provided to NMIW are accurate, current, complete and not ambiguous." Section I of the solicitation, Clause 52.217-7104, "Inspection and Manner of Doing Work", provides that "[t]he Government does not guarantee the correctness of the dimensions, sizes and shapes set forth in any job order, sketches, drawings, plans or specifications prepared or furnished by the Government...." Furthermore, various individual specification items provide that "the lengths listed on the referenced drawings are approximate...."

In view of the foregoing and pursuant to Federal Acquisition Regulation 14.404-2, I have determined the offer submitted by your firm to be nonresponsive and your offer is, therefore, rejected.

This confirms the telephone conversation between your Mr. William Zavin II and the undersigned on 28 September 1987.

Sincerely,

W. L. BRANNOCK
Contracting Officer



DEPARTMENT OF THE NAVY
SUPERVISOR OF SHIPBUILDING, CONVERSION AND REPAIR, USN
P.O. BOX 215
PORTSMOUTH, VIRGINIA 23705

IN REPLY REFER TO

4330
Ser 410R/876

30 SEP 1987

Northwest Marine Iron Works
5555 N. Channel Avenue
Portland, OR 97217

Re: SOLICITATION N62678-87-B-0203, USS ANCHORAGE (LSD-36)

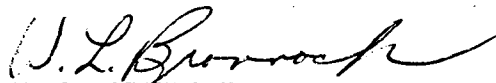
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Sincerely,


W. L. BRANNOCK
Contracting Officer

SI043728
NWMAR140115



NORTHWEST MARINE IRON WORKS

October 2, 1987

MAILING ADDRESS: P.O. BOX 3109
PORTLAND, OR 97208
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217
PHONE: (503) 285-7537
TWX: 910-464-6107 NORMARINE PTL

Supervisor of Shipbuilding
Conversion and Repair, USN
P.O. Box 215
Portsmouth, Virginia 23705-0215

Attention: Dianne Robinson (Code 410R)

Reference: Solicitation No. N62678-87-B-0203
USS ANCHORAGE (LSD-36) SSP #041-88
Regular Overhaul

Dear Ms. Robinson:

This letter is to clarify our offer submitted on the above referenced solicitation. We have previously submitted numerous price proposals based on two step procurements from NAVSEA. Our documented proposal inadvertently included certain elements of a price proposal with our response to your solicitation number N62678-87-B-0203 which was an Invitation to Bid. These inappropriately included documents are a Statement of Proprietary Rights, a cover letter from me, an index and an introduction. During our telephone conversation on Monday, the 28th, you discussed the Proprietary Rights Statement and two items of concern in the introduction under the Assumptions Section. I wish to categorically state that we had no purposeful intention of including these items you question. The proprietary rights statement should be disregarded in total. The statement regarding the company's assumptions, letter 3 to Designs, Drawings and Specifications is categorically withdrawn. Your specific item in the solicitation is explicit and we intend to comply with it to the letter without exception.

Finally, I wish to categorically withdraw the statement on government furnished material. NMIW has included an allowance in the firm fixed price for pick up and transport to Portland of the government furnished material at your depot in San Pedro as specified in the solicitation.

We deeply regret the inadvertent inclusion of these excess documents in our response to your invitation to bid. Our intent has always been to respond without qualification to the terms and conditions of your Invitation to Bid in Solicitation No. N62678-87-B-0203.

Very truly yours,

William H. Zavín, II
President



DEPARTMENT OF THE NAVY
SUPERVISOR OF SHIPBUILDING, CONVERSION AND REPAIR, USN
P.O. BOX 215
PORTSMOUTH, VIRGINIA 23705

RECEIVED

OST 5 87

107 11 100

IN REPLY REFER TO

4330

Ser 410R/876

3 0 SEP 1987

Northwest Marine Iron Works
5555 N. Channel Avenue
Portland, OR 97217

Re: SOLICITATION N62678-87-B-0203, USS ANCHORAGE (LSD-36)

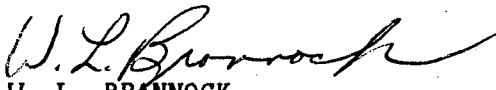
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This confirms the telephone conversation between your Mr. William Zavin II and the undersigned on 28 September 1987.

Sincerely,


W. L. BRANNOCK
Contracting Officer

SI043733
NWMAR140117



NORTHWEST MARINE IRON WORKS

MEMORANDUM

October 2, 1987

TO: John Jozwick

FROM: Bill Zavin

On Monday, the 28th of September 1987, I was contacted telephonically by a gentleman whose name I do not recall, but who indicated he was a representative of the Supervisor of Shipbuilding from Portsmouth, Virginia and he wanted to talk with me about our bid on the USS ANCHORAGE. I indicated I wanted to go get our offering document and have another party join us in the discussions. I obtained our bid documents and had James J. Coleman, Executive Vice President - Operations, Northwest Marine, join me for the telephonic discussion.

Upon reintroduction of the parties to the conversation, the gentlemen who had also indicated a lady from the Contracting Officer's office was with him in the discussion, began. He indicated that he felt a concern about certain items in our offering document. He referred initially to the proprietary rights discussion on the opening page. I indicated to him he could disregard that page, that we would waive any concerns we had on proprietary rights. He then discussed in our introduction on page 2, that they were feeling a concern about the government furnished material assumption we had made in preparing our price. Again, I indicated that if it was of concern that he should not consider it. I also indicated we, indeed, planned to obtain all of the government material in San Pedro as per the solicitation. Finally, he indicated a concern about an apparent conflict between a bidder's question and our assumption, number 3 on Designs, Drawings and Specifications. Again, I indicated that we did not have a concern and it would not affect our bid and he should feel free to disregard that assumption.

He then indicated that on the strength of these three items of concern which he had expressed, he was finding that Northwest Marine's offer on the USS ANCHORAGE was not responsive. He indicated a considerable degree of reluctance in having to say that because it was apparent to him that our offer would have saved the government at least two million dollars on this project. He then expressed his regret over his finding and general discussions followed, at which time I advised him that we would protest his finding and that I wanted to get the name of the person our attorney should contact relative to that process. He indicated that we should contact Mr. Forbes at 804/396-8625. Subsequent to that, you did make contact to Mr. Forbes and we prepared a notice of protest which we delivered by a telefax to the Supervisor to the attention of Diane Robinson.

October 2, 1987

Supervisor of Shipbuilding
Conversion and Repair, USN
P.O. Box 215
Portsmouth, Virginia 23705-0215

Attention: Dianne Robinson (Code 410R)

Reference: Solicitation No. N62678-87-B-0203
USS ANCHORAGE (LSD-36) SSP #041-88
Regular Overhaul

Dear Ms. Robinson:

This letter is to clarify our offer submitted on the above referenced solicitation. We have been submitting numerous price proposals based on two step requests for proposals from NAVSEA. Our documented proposal inadvertently included certain elements of a price proposal with our response to your solicitation number N62678-87-B-0203 which was an Invitation to Bid. These inappropriately included documents are a Statement of Proprietary Rights, a cover letter from me, an index and an introduction. During our telephone conversation on Monday, the 28th, you discussed the Proprietary Rights Statement and two items of concern in the introduction under the Assumptions Section. I wish to categorically state that we had no purposeful intention of including these items you question. The proprietary rights statement should be disregarded in total. The statement regarding the company's assumptions, letter 3 to Designs, Drawings and Specifications is categorically withdrawn. Your specific item in the solicitation is explicit and we intend to comply with it to the letter without exception.

Finally, I wish to categorically withdraw the statement on government furnished material. NMIW has included an allowance in the firm fixed price for pick up and transport of the government furnished material at your depot in San Pedro as specified in the solicitation.

We deeply regret the inadvertent inclusion of these surplus documents in our response to your invitation to bid. Our intent has always been to respond without qualification to the terms and conditions of your Invitation to Bid in Solicitation No. N62678-87-B-0203.

Very truly yours,

William H. Zavin, II

President



NORTHWEST MARINE IRON WORKS

MAILING ADDRESS: P.O. BOX 3109
PORTLAND, OR 97208
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217
PHONE: (503) 285-7557

TELECOPIER COVER LETTER

MESSAGE TO BE SENT TO (RECIPIENT'S NAME) Dianne Robinson, Code 410R
AT (COMPANY) Supervisor of Shipbuilding, Conversion and Repair
Portsmouth, Virginia
SENDER'S NAME W. H. Zavlin II
NUMBER OF PAGES INCLUDING COVER SHEET 2

IF YOU DID NOT RECEIVE ALL OF THE PAGES, PLEASE CALL DOCUMENT CONTROL DEPARTMENT
AT 503/285-7557, EXT. 551.

WHEN SENDING TELECOPIED MESSAGES, PLEASE CALL 503/240-6600

*Receipt Confirmed by Dianne Robinson
12:30pm
9/29/87*

678



NORTHWEST MARINE IRON WORKS

MAILING ADDRESS: P.O. BOX 3109
PORTLAND, OR 97208
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217
PHONE: (503) 285-7557
TWX: 910-464-6107 NORMARINE PTL

September 29, 1987

Supervisor of Shipbuilding
Conversion and Repair, USN
P.O. Box 215
Portsmouth, Virginia 23705-0215

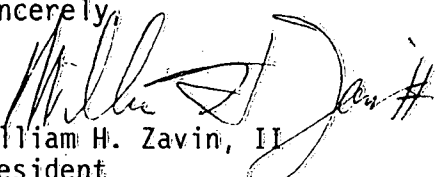
Attention: Dianne Robinson (Code 410R)

Reference: Solicitation No. N62678-87-B-0203
USS ANCHORAGE (LSD-36) SSP #041-88
Regular Overhaul

Dear Ms. Robinson:

This letter is to inform you that Northwest Marine Iron Works intends to file a bid protest for this solicitation.

Sincerely,


William H. Zavin, II
President

cc: John Jozwick, Taylor & Hintze.
File

INDEX

USS ANCHORAGE (LSD-36)

CONTRACT PRICE PROPOSAL SOLICITATION NO. N62678-87-B-0203

- **Introduction**
- **Standard Forms 1411 and 33**
- **Sections:**
 - B** **Supplies/Services and Prices**
 - G-3** **Payment Address**
 - G-4** **MSR Agreement/Agreement for Boat Repair Number**
 - H-20** **Milestones**
 - K** **Representations, Certifications and Other Statements of Offerors**
- **Drydock Certification**

INTRODUCTION

The following information and assumptions form the basis for the estimated cost reflected in the enclosed Cost Proposal for USS ANCHORAGE (LSD-36).

A. INFORMATION

1. PLACE OF PERFORMANCE

The contract will be performed at the Swan Island facilities of Northwest Marine Iron Works. These facilities are located at:

Northwest Marine Iron Works
5555 N. Channel Avenue
Portland, Oregon 97217
Phone: (503) 285-7557

2. GOVERNMENT AUDITORS

Audit of Northwest Marine Iron Works is performed by:

Defense Contract Audit Agency
620 S.W. Main Street, Room 206
Portland, Oregon 97205
Phone: (503) 221-2800

3. CONTRACT ADMINISTRATION

Contracting Officer:

Supervisor of Shipbuilding,
Conversion and Repair, USN
P.O. Box 215
Portsmouth, Virginia 23705-0215

4. PERIOD OF OFFER

This offer is valid for one hundred twenty (120) days from date of this offer.

5. CONTRACT TYPE

Contract to be awarded will be a Firm Fixed Price Contract or as negotiated with the Government.

6. PERIOD OF CONTRACT PERFORMANCE

The period of contract performance is to be from date of award to completion of production as set forth by the terms of the awarding contract.

INTRODUCTION - Page 2

B. ASSUMPTIONS

The following assumptions have been used in estimating and formulating cost:

1. COST REALISM

Our price and technical proposals have been formulated in such a manner to ensure that they are both reasonable and realistic. We have carefully examined the cost returns obtained from our recent Navy ship overhauls. These cost returns, based on current experience and appropriately adjusted for our learning curve, are incorporated in the data base of our estimates for this solicitation. The prices in this proposal also incorporate the cost returns and knowledge gained from other current contracts in hand.

2. GOVERNMENT FURNISHED MATERIAL

The Government Furnished Material will be delivered to the Northwest Marine Iron Works facilities at Swan Island in a timely manner and in the condition and quantities necessary for ship overhaul.

3. DESIGNS, DRAWINGS AND SPECIFICATIONS

The drawings, designs and specifications which have been and are to be provided to NMIW are accurate, current, complete and not ambiguous.

4. SHIP'S AVAILABILITY

The ship will be available for production as set forth by the terms of the awarding contract.

C. RESPONSIBLE NMIW PERSONNEL

1. CONTRACT NEGOTIATIONS

Contract negotiations on behalf of NMIW will be performed by:

Bob Gavin (503) 285-7557

2. ACCOUNTING

The accounting for costs on subject contract will be performed by Ted Sharp (503) 285-7557.

Mr. Forbes

52.
Excluded
Excluded
Joc
396
8625

CONTRACT PRICING PROPOSAL COVER SHEET

1. SOLICITATION/CONTRACT/MODIFICATION NO. N62678-87-B-0203

FORM APPROVED OMB NO. 3090-0116

NOTE: This form is used in contract actions if submission of cost or pricing data is required. (See FAR 15.804-6(b))

2. NAME AND ADDRESS OF OFFEROR (Include ZIP Code)

Northwest Marine Iron Works
5555 N. Channel Avenue
Portland, Oregon 97217

3A. NAME AND TITLE OF OFFEROR'S POINT OF CONTACT
R.L. Gavin
Mgr. of Engr. and Est.

3B. TELEPHONE NO.
503/285-7557

4. TYPE OF CONTRACT ACTION (Check)

☒ A. NEW CONTRACT ☐ D. LETTER CONTRACT
☐ B. CHANGE ORDER ☐ E. UNPRICED ORDER
☐ C. PRICE REVISION/REDETERMINATION ☐ F. OTHER (Specify)

DUNS: 107970451

5. TYPE OF CONTRACT (Check)

☒ FFP ☐ CPFF ☐ CPIF ☐ CPAF
☐ FPI ☐ OTHER (Specify)

6. PROPOSED COST (A+B+C)

A. COST \$ 15,808,680 B. PROFIT/FEE \$ -0- C. TOTAL \$15,808,680

7. PLACE(S) AND PERIOD(S) OF PERFORMANCE

Portland Ship Repair Yard, Portland, Oregon
For the duration of the contract.

8. List and reference the identification, quantity and total price proposed for each contract line item. A line item cost breakdown supporting this record is required unless otherwise specified by the Contracting Officer. (Continue on reverse, and then on plain paper, if necessary. Use same headings.)

A. LINE ITEM NO.	B. IDENTIFICATION	C. QUANTITY	D. TOTAL PRICE	E. REF.
	Prepare for and accomplish the regular overhaul of the USS Anchorage (LSD-36)	1 Ship Set	\$15,808,680**	
	**Includes Item 0001 plus Additional Government Requirements(\$1,440,000)			

9. PROVIDE NAME, ADDRESS AND TELEPHONE NUMBER FOR THE FOLLOWING (If available)

A. CONTRACT ADMINISTRATION OFFICE

Supervisor of Shipbuilding,
Conversion and Repair, USN
Portsmouth, Virginia 23705-0215

B. AUDIT OFFICE

D.C.A.A.
620 S.W. Main Street, Room 206
Portland, Oregon 97205

10. WILL YOU REQUIRE THE USE OF ANY GOVERNMENT PROPERTY IN THE PERFORMANCE OF THIS WORK? (If "Yes," identify)

☐ YES ☒ NO

11A. DO YOU REQUIRE GOVERNMENT CONTRACT FINANCING TO PERFORM THIS PROPOSED CONTRACT? (If "Yes," complete Item 11B)

☒ YES ☐ NO

11B. TYPE OF FINANCING (If one)

☐ ADVANCE PAYMENTS ☒ PROGRESS PAYMENTS
☐ GUARANTEED LOANS

12. HAVE YOU BEEN AWARDED ANY CONTRACTS OR SUBCONTRACTS FOR THE SAME OR SIMILAR ITEMS WITHIN THE PAST 3 YEARS? (If "Yes," identify item(s), customer(s) and contract number(s))

☒ YES ☐ NO

USS P F Foster N00024-85-H-8197
USS Duluth N00024-85-C-8506
& Others

13. IS THIS PROPOSAL CONSISTENT WITH YOUR ESTABLISHED ESTIMATING AND ACCOUNTING PRACTICES AND PROCEDURES AND FAR PART 31 COST PRINCIPLES? (If "No," explain)

☒ YES ☐ NO

14. COST ACCOUNTING STANDARDS BOARD (CASB) DATA (Public Law 91-379 as amended and FAR PART 30)

A. WILL THIS CONTRACT ACTION BE SUBJECT TO CASB REGULATIONS? (If "No," explain in proposal)

☐ YES ☒ NO Exempt due to small business status

B. HAVE YOU SUBMITTED A CASB DISCLOSURE STATEMENT (CASB DS-1 or 2)? (If "Yes," specify in proposal the office to which submitted and if determined to be adequate)

☐ YES ☒ NO

C. HAVE YOU BEEN NOTIFIED THAT YOU ARE OR MAY BE IN NON-COMPLIANCE WITH YOUR DISCLOSURE STATEMENT OR COST ACCOUNTING STANDARDS? (If "Yes," explain in proposal)

☐ YES ☒ NO

D. IS ANY ASPECT OF THIS PROPOSAL INCONSISTENT WITH YOUR DISCLOSED PRACTICES OR APPLICABLE COST ACCOUNTING STANDARDS? (If "Yes," explain in proposal)

☐ YES ☒ NO

This proposal is submitted in response to the RFP, contract, modification, etc. in Item 1 and reflects our best estimates and/or actual costs as of this date

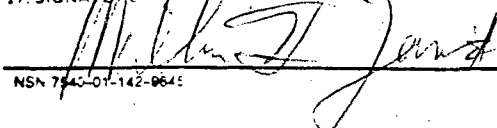
15. NAME AND TITLE (Type)

William H. Zavin II
President

16. NAME OF FIRM

Northwest Marine Iron Works

17. SIGNATURE



18. DATE OF SUBMISSION

18 Sept 87

NSN 7540-01-142-0645

1411-101

STANDARD FORM 1411 (10-83)
Prescribed by GSA
FAR (48 CFR) 53.215-2(c)

SOLICITATION, OFFER AND AWARD

THIS CONTRACT IS A RATED ORDER
UNDER DPAS (15 CFR 350)

RATING

PAGE OF

DO-A-3

1 56 PAGES

2. CONTRACT NO.

3. SOLICITATION NO.

4. TYPE OF SOLICITATION

5. DATE ISSUED

6. REQUISITION/PURCHASE

N02676-67-b-G200

☒ SEALED BID (IFB)☒ NEGOTIATED

NAVSEA NOT 4710

7. ISSUED BY

CODE

8. ADDRESS OFFER TO (If other than Item 7)

Supervisor of Shipbuilding,
Conversion and Repair, USN
P. O. Box 215
Portsmouth, Virginia 23705-0215

NOTE: In sealed bid solicitations "offer" and "offeror" mean "bid" and "bidder".

SOLICITATION

9. Sealed offers in original and 1 copies for furnishing the supplies or services in the Schedule will be received at the place specified in Item 8, or if handcarried, in the depository located in SEE ITEM NO. 7 until 2:00PM local time 27 AUGUST 1987 (Hour) (Date)

CAUTION - LATE Submissions, Modifications, and Withdrawals: See Section L, Provision No. 52.214-7 or 52.215-10. All offers are subject to all terms and conditions contained in this solicitation.

10. FOR INFORMATION
CALL:

A. NAME

S. T. WINDER, CODE 410

B. TELEPHONE NO. (Include area code) (NO COLLECT CALLS)

(804) 396-7664

11. TABLE OF CONTENTS

(V)	SEC	DESCRIPTION	PAGE(S)	(V)	SEC	DESCRIPTION	PAGE(S)
PART I - THE SCHEDULE				PART II - CONTRACT CLAUSES			
X	A	SOLICITATION/CONTRACT FORM		X	I	CONTRACT CLAUSES	
X	E	SUPPLIES OR SERVICES AND PRICES/COSTS		PART III - LIST OF DOCUMENTS, EXHIBITS AND OTHER ATTACH			
X	C	DESCRIPTION/SPECS/WORK STATEMENT		X	J	LIST OF ATTACHMENTS	
X	D	PACKAGING AND MARKING		PART IV - REPRESENTATIONS AND INSTRUCTIONS			
X	E	INSPECTION AND ACCEPTANCE		X	K	REPRESENTATIONS, CERTIFICATIONS AND OTHER STATEMENTS OF OFFERORS	
X	F	DELIVERIES OR PERFORMANCE					
X	G	CONTRACT ADMINISTRATION DATA		X	L	INSTR., CONDS. AND NOTICES TO OFFERORS	
X	H	SPECIAL CONTRACT REQUIREMENTS		X	M	EVALUATION FACTORS FOR AWARD	

OFFER (Must be fully completed by offeror)

NOTE: Item 12 does not apply if the solicitation includes the provisions at 52.214-16, Minimum Bid Acceptance Period.

12. In compliance with the above, the undersigned agrees: if this offer is accepted within 90 calendar days (60 calendar days unless a different period is inserted by the offeror) from the date for receipt of offers specified above, to furnish any or all items upon which prices are offered at the price set opposite each item, delivered at the designated point(s), within the time specified in the schedule.

13. DISCOUNT FOR PROMPT PAYMENT (See Section I, Clause No. 52.232-6)

10 CALENDAR DAYS	20 CALENDAR DAYS	30 CALENDAR DAYS	CALENDAR DAYS
%	%	%	%

14. ACKNOWLEDGMENT OF AMENDMENTS (The offeror acknowledges receipt of amendments to the SOLICITATION for offerors and related documents numbered and dated)

AMENDMENT NO	DATE	AMENDMENT NO	DATE
001	8-20-87	003	9-10-87
002	8-27-87	004	9-17-87
		005	9-17-87

15A. NAME AND ADDRESS OF OFFEROR

Northwest Marine Iron Works
5555 N. Channel Avenue
Portland, Oregon 97217

16. NAME AND TITLE OF PERSON AUTHORIZED TO SIGN OFFER (Type or Print)

William H. Zavin II
President

15E. TELEPHONE NO. (Include area code)

503/285-7557

15C. CHECK IF REMITTANCE ADDRESS IS DIFFERENT FROM ABOVE. ENTER SUCH ADDRESS IN SCHEDULE

17. SIGNATURE

18. OFFER DATE

18 Sept 87

AWARD (To be completed by Government)

19. ACCEPTED AS TO ITEMS NUMBERED

20. AMOUNT

21. ACCOUNTING AND APPROPRIATION

22. AUTHORITY FOR USING OTHER THAN FULL AND OPEN COMPETITION:

☐ 10 USC 2304(c)(1)☐ 10 USC 253(c)(1)

23. SUBMIT INVOICES TO ADDRESS SHOWN IN ITEM (4 copies unless otherwise specified)

24. ADMINISTERED BY (If other than Item 7)

CODE

25. PAYMENT WILL BE MADE BY

CODE

26. NAME OF CONTRACTING OFFICER (Type or Print)

27. UNITED STATES OF AMERICA

28. AWARD DATE

(Signature of Contracting Officer)

IMPORTANT - Award will be made on this Form or on Standard Form 26 or by other authorized official written notice.

ADVERTISED (IFB)

SECTION B - SUPPLIES/SERVICES AND PRICES

<u>Item</u>	<u>Description</u>	<u>Price</u>
0001	Prepare for and accomplish the Regular Overhaul (POH) of the USS ANCHORAGE (LSD-36)	<u>\$14,368,680</u>
0001AA	Repairs D & F Alts (TYCOM)	<u>\$11,301,236</u>
0001AB	"K" Alts (NAVSEA)	<u>\$ 2,936,540</u>
0001AC	Messing and Berthing	<u>\$ 130,904</u>
0001AL	"ORD" Alts (NAVSEA)	<u>Deleted by Amend 0003</u>
0002	Data for Item 0001. See Contract Data Requirements List (CDRL), Exhibit A. Price for applicable data is to be included in the price for each SUB-CLIN.	NSP
0003	Provisioning technical Documentation (PTD) for Item 0001. See CDRL, Exhibit B. Price for applicable data is to be included in the price for each SUB-CLIN.	NSP

CLIN TOTAL shall be equal to the sum of all SUB-CLIN Totals.

The following Work Item Specifications costs must be shared by NAVSEA and the TYCOM in proportion to the amount of work being accomplished for each SUB-CLIN. Prorated charges assigned to NAVSEA should be included in SUB-CLIN 0001AB. Prorated charges assigned to the TYCOM should be listed under SUB-CLIN 0001AA.

Prorated Items 041-10-001 Guarantee Engineer; Provide
043-10-001 Ship Departure Report; Provide

All other unique alterations, NAVSEA Standard Items, and Class Standard Items should be charged to SUB-CLIN 0001AA entitled D&F Alterations.

The Contractor shall indicate below the manhour reservation rate to be used in evaluation of the contractor's proposal and also to be used for negotiating changes as required by the clause entitled "Additional Government Requirements." This rate shall be the rate for pricing changes negotiated under the "Additional Government Requirements" clause up to the maximum manhours specified therein.

ADDITIONAL GOVERNMENT REQUIREMENTS MANHOURS RESERVATION
RATE \$20.00

Because an offeror's accounting system may include production support and other costs as either direct or indirect related charges, depending on the particular offeror, each offeror is required to show the composition of its proposed manhour reservation rate for the 72,000 manhour reservation for production hours of growth work, in accordance with its accounting system, as indicated below. The rate proposed, and costs included in its composition, shall be in accordance with the offeror's disclosure statement or accepted accounting system, as appropriate.

By definition, there are 8 hours in a manday. Therefore, 9,000 mandays equates to 72,000 manhours.

The Contractor's proposed hourly rate shall be a weighted average to cover the entire effort, all direct and indirect charges, burdened to include, but not limited to the following: overhead, general and administrative, quality control, supervision, support functions, facilities capital cost of money and profit, for both the prime contractor and subcontractors selected by the prime contractor. The proposed hourly rate will not be used to price work which may be directed to a subcontractor by name in the work specifications. Material costs shall not be included in the rate. The contractor is required to include in its proposed hourly rate any overtime premium, and delay and disruption dollar costs to accomplish these additional requirements as the contractor's business judgement dictates. Pay for personnel traveling to and from the job site shall be included in the contractor's proposed rate, if required.

MANHOUR RESERVATION RATE BREAKDOWN

<u>\$1,440,000</u> total dollars for reservation of 72,000 production manhours	=	<u>72,000</u> direct production m/h growth	x	<u>\$18.86</u> burdened rate for production m/h	+	<u>\$1.14</u> all additional charges for required support labor (whether direct, or indirect), not included in burdened rate
---	---	--	---	---	---	---

Total dollars for reservation + $\frac{72,000}{(m/h \text{ growth})} = \frac{\$20.00}{m/h \text{ reservation rate}}$

SECTION C - CONTRACT ADMINISTRATION DATA

C-1 CONTRACT ADMINISTRATION DATA

a. Work under this contract shall be under the cognizance of the Supervisor of Shipbuilding, Conversion and Repair, USN, designated at the time of contract award.

b. The Contract Administration Office is the designated Supervisor of Shipbuilding, Conversion and Repair, USN.

C-2 CONTRACT ADMINISTRATION/PURCHASING OFFICE REPRESENTATIVE

a. Contract Administration Office Representative

NAME:

TELEPHONE:

(Provided at Contract Award)

ADDRESS:

b. Purchasing Office Representative

NAME: PROCUREMENT OFFICE (Code 410)

TELEPHONE: (804)396-7664 or 7768

ADDRESS: P. O. Box 215, Portsmouth, VA 23705-0215

C-3 PAYMENT ADDRESS

Offerors shall indicate below the address to which payment should be mailed.

Northwest Marine Iron Works

5555 N. Channel Avenue

Portland, Oregon 97217

C-4 MSR AGREEMENT/AGREEMENT FOR BOAT REPAIR NUMBER:

Offerors shall indicate below the number of their MSR AGREEMENT/AGREEMENT for BOAT REPAIR, if currently held.

a. MSR AGREEMENT NO. N00024-85-H-8197b. AGREEMENT FOR BOAT REPAIR NO. N00024-85-H-8697

(b) In addition to the foregoing precautions, the Contractor shall provide such additional safeguards as may be required or approved by the Contracting Officer for the protection of its plant and the work in process under this contract against espionage, sabotage, and enemy action. The cost to the Contractor of all safeguards so required or approved shall, to the extent allocable to this contract, be reimbursed to the Contractor in the

same manner as if the Contractor had furnished such safeguards pursuant to a change order issued under the clause of this contract entitled "CHANGES". Such cost shall not include any allowance or account of overhead expense, except shop overhead charges incident to the construction or installation of such devices or equipment.

(c) Upon payment by the Government of the cost to the Contractor of any device or equipment required or approved under paragraph (b) of this clause, title thereto shall vest in the Government, and the Contractor shall comply with the instructions of the Department respecting the identification and disposition thereof. No part or item of any such devices or equipment shall be or become a fixture by reason of affixation to any realty not owned by the Government.

H-20 MILESTONES

(a) The Contractor shall submit with his offer dates for the successful accomplishment of the following major milestones for each ship:

<u>Milestone Event</u>	<u>Date</u>
Availability Start Date (Not Later Than A + 0)	<u>18 Jan 88</u>
Crew Move Ashore (Not Later Than A + 7)	<u>25 Jan 88</u>
Start of Gas Freeing (Not Later Than A + 0)	<u>18 Jan 88</u>
Completion of Initial Gas Freeing (Not Later Than A + 18)	<u>05 Feb 88</u>
Complete Combat System Removals (Including Cables and Foundations) (Not Later Than A + 32)	<u>19 Feb 88</u>
Complete Boiler SOI (Not Later Than A + 30)	<u>17 Feb 88</u>
Docking (Not Later Than A + 53)	<u>12 Feb 88</u>
Undocking (Not Later Than C - 130)	<u>08 Feb 88</u>

Start Contractor's Engine Room Inspection (CERI) (Not Later Than SPATC - 30)	<u>03 May 88</u>
Completion of Boiler Work (Not Later Than SPATC - 1)	<u>01 Jun 88</u>
Make available all support services temporary or ship's installed systems for stage 3 testing accomplishing Combat Systems grooving (Not Later Than CBSTP - 1)	<u>10 May 88</u>
Complete Combat System Repairs/Installations (Not Later Than C - 91)	<u>17 May 88</u>
Completion of Work in Machinery Spaces (Machinery Space Turnover) (Not Later Than C - 75)	<u>02 Jun 88</u>
Completion of CHT Work (Not Later Than CREW MOVE ABOARD - 1)	<u>20 May 88</u>
Crew Move Aboard Ship (Not Later Than SPATC - 12)	<u>21 May 88</u>
Complete Combat System Equipment Level Operational Testing (Stage 3) (Not Later Than C - 49)	<u>28 Jun 88</u>
LOE (Not Later Than C - 60)	<u>17 Jun 88</u>
Complete Combat Intra-System Testing (Stage 4) (Not Later Than C - 35)	<u>12 Jul 88</u>
Complete Combat System Inter-System Testing (Stage 5) (Not Later Than C - 25)	<u>22 Jul 88</u>
Complete ships' installed systems (electrical power, dry air, water, airconditioning, etc., to support intergration and completion of Combat Systems Testing for Stage 4 (Not Later Than CBSTP - 1)	<u>03 May 88</u>
Dock Trials (Not Later Than C - 16)	<u>31 Jul 88</u>
Fast Cruise (Not Later Than C - 9)	<u>07 Aug 88</u>
Sea Trials (Not Later Than C - 7)	<u>09 Aug 88</u>
Complete Combat System Special Testing (Stage 6 and 7) (Not Later Than C - 7)	<u>09 Aug 88</u>

Completion of Combat Systems Integrated Test Programs
(CSITP) with designated certifications (Not Later Than C - 7)

09 Aug 88

Availability Completion Date (Not Later Than C - 0)

16 Aug 88

SPATC = Complete Work in Machinery Spaces

CESTP = Combat System Test Program

(b) The Contractor shall successfully accomplish the major milestones prior to the dates listed above.

(c) If any milestone event is not accomplished by the date listed, and the failure to accomplish any such milestone event does not arise from a cause beyond the control and without the fault or negligence of the Contractor or a subcontractor, such failure may be deemed to constitute a failure to perform this contract in accordance with its terms within the meaning of subparagraph (a) (1) of the clause of this contract entitled "Default."

(d) The foregoing milestone event dates are based on the assumption that the Government will make award by 18 December 1987. Each milestone date set forth above will be extended by the number of calendar days after the above date that the job order is in fact awarded.

(e) Failure to provide milestone dates for the above events or providing dates later than those specified above (e.g. Not later than C - 7) may cause the offeror to be found non-responsive.

H-21 TUG AND PILOT SERVICES

Unless otherwise specified in the specifications the Contractor shall be required to provide necessary tugs and pilot services to move the ship from the fairway of the plant to the pier or dock, and upon completion of all work from the pier or dock, to the fairway of the plant.

H-22 DRYDOCK CERTIFICATION (Rev. 07/14/86)

When required by the drydocking specification item, the drydocking of this vessel shall be accomplished only in a drydock certified in accordance with MIL-STD-1625 A/B(SF). Offerors who do not have a suitable drydock certified by NAVSEA in accordance with MIL-STD-1625 A/B(SH) at the time of bid opening shall be determined non-responsive.

ADVERTISED (IFB)

PART IV REPRESENTATIONS AND INSTRUCTIONS

SECTION K - REPRESENTATIONS, CERTIFICATIONS AND OTHER STATEMENTS OF OFFERORS

1. 52.203-2 CERTIFICATE OF INDEPENDENT PRICE DETERMINATION

(a) The offeror certifies that--

(1) The prices in this offer have been arrived at independently, without, for the purpose of restricting competition, any consultation, communication, or agreement with any other offeror or competitor relating to (i) those prices, (ii) the intention to submit an offer, or (iii) the methods or factors used to calculate the prices offered;

(2) The prices in this offer have not been and will not be knowingly disclosed by the offeror, directly or indirectly, to any other offeror or competitor before bid opening (in the case of a formally advertised solicitation) or contract award (in the case of a negotiated solicitation) unless otherwise required by law; and

(3) No attempt has been made or will be made by the offeror to induce any other concern to submit or not to submit an offer for the purpose of restricting competition.

(b) Each signature on the offer is considered to be a certification by the signatory that the signatory--

(1) Is the person in the offeror's organization responsible for determining the prices being offered in this bid or proposal, and the signatory has not participated and will not participate in any action contrary to subparagraphs (a)(1) through (a)(3) above; or

(2)(i) Has been authorized, in writing, to act as agent for the following principals in certifying that those principals have not participated, and will not participate in any action contrary to subparagraph (a)(1) through (a)(3) above

William H. Zavin II

President

(insert full name of person(s) in the offeror's organization responsible for determining the prices offered in this bid or proposal, and the title of his or her position in the offeror's organization);

(ii) As an authorized agent, does certify that the principals named in subdivision (b)(2)(i) above have not participated, and will not participate, in any action contrary to subparagraphs (a)(1) through (a)(3) above; and

(iii) As an agent, has not personally participated, and will not participate, in any action contrary to subparagraphs (a)(1) through (a)(3) above.

(c) If the offeror deletes or modifies subparagraph (a)(2) above, the offeror must furnish with its offer a signed statement setting forth in detail the circumstances of the disclosure.

2. 52.203-4 CONTINGENT FEE REPRESENTATION AND AGREEMENT (APR 1984)

(a) Representation. The offeror represents that, except for full-time bona fide employees working solely for the offeror, the offeror--

(Note: The offeror must check the appropriate boxes. For interpretation of the representation, including the term "bona fide employee," see subpart 3.4 of the Federal Acquisition Regulation.)

(1) ☐ / has, ☒ / has not employed or retained any person or company to solicit or obtain this contract; and

(2) ☐ / has, ☒ / has not paid or agreed to pay to any person or company employed or retained to solicit or obtain this contract any commission percentage, brokerage or other fee contingent upon or resulting from the award of this contract.

(b) Agreement. The offeror agrees to provide information relating to the above Representation as requested by the Contracting Officer and, when subparagraph (a)(1) or (a)(2) is answered affirmatively, to promptly submit to the Contracting Officer--

(1) A completed Standard Form 119, Statement of Contingent or Other Fees, (SF 119); or

(2) A signed statement indicating that the SF 119 was previously submitted to the same contracting office, including the date and applicable solicitation or contract number, representing that the prior SF 119 applies to this offer or quotation.



NORTHWEST MARINE IRON WORKS

MEMORANDUM

October 2, 1987

TO: John Jozwick

FROM: Bill Zavin

On Monday, the 28th of September 1987, I was contacted telephonically by a gentleman whose name I do not recall, but who indicated he was a representative of the Supervisor of Shipbuilding from Portsmouth, Virginia and he wanted to talk with me about our bid on the USS ANCHORAGE. I indicated I wanted to go get our offering document and have another party join us in the discussions. I obtained our bid documents and had James J. Coleman, Executive Vice President - Operations, Northwest Marine, join me for the telephonic discussion.

Upon reintroduction of the parties to the conversation, the gentlemen who had also indicated a lady from the Contracting Officer's office was with him in the discussion, began. He indicated that he felt a concern about certain items in our offering document. He referred initially to the proprietary rights discussion on the opening page. I indicated to him he could disregard that page, that we would waive any concerns we had on proprietary rights. He then discussed in our introduction on page 2, that they were feeling a concern about the government furnished material assumption we had made in preparing our price. Again, I indicated that if it was of concern that he should not consider it. I also indicated we, indeed, planned to obtain all of the government material in San Pedro as per the solicitation. Finally, he indicated a concern about an apparent conflict between a bidder's question and our assumption, number 3 on Designs, Drawings and Specifications. Again, I indicated that we did not have a concern and it would not affect our bid and he should feel free to disregard that assumption.

He then indicated that on the strength of these three items of concern which he had expressed, he was finding that Northwest Marine's offer on the USS ANCHORAGE was not responsive. He indicated a considerable degree of reluctance in having to say that because it was apparent to him that our offer would have saved the government at least two million dollars on this project. He then expressed his regret over his finding and general discussions followed, at which time I advised him that we would protest his finding and that I wanted to get the name of the person our attorney should contact relative to that process. He indicated that we should contact Mr. Forbes at 804/396-8625. Subsequent to that, you did make contact to Mr. Forbes and we prepared a notice of protest which we delivered by a telefax to the Supervisor to the attention of Diane Robinson.

SUBNET: COST: NAVY ESTIMATE FOR: USS ANCHORAGE BY: TS. DATE: 9-87 PAGE: 1 OF 1

WORK ITEM NO. H-7 WORK ITEM TITLE PICK UP OF GFM BY CONTRACTOR

[illegible]

Anchorage TO DO

A No : awnd on Hold

New This - Unreg.

on Paper , absolute error

2. No way Predicted

3. GFM slipped through

Cost of Transportation

- Copy of bid book too -
included is calculation.

GFM
H-7

Proprietary Boiler Plate

1. Terms

2. Federal Exp.

[
• FOB
• accuracy
• Proprietary rights
]



NORTHWEST MARINE IRON WORKS

MEMORANDUM

October 2, 1987

TO: John Jozwick

FROM: Bill Zavin

On Monday, the 28th of September 1987, I was contacted telephonically by a gentleman whose name I do not recall, but who indicated he was a representative of the Supervisor of Shipbuilding from Portsmouth, Virginia and he wanted to talk with me about our bid on the USS ANCHORAGE. I indicated I wanted to go get our offering document and have another party join us in the discussions. I obtained our bid documents and had James J. Coleman, Executive Vice President - Operations, Northwest Marine, join me for the telephonic discussion.

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CARVEY, SCHUBERT & BARER

A PARTNERSHIP OF PROFESSIONAL CORPORATIONS

SEATTLE
TENTH FLOOR
1011 WESTERN AVENUE
SEATTLE, WASHINGTON 98104
(206) 464-3939

FIFTH FLOOR
1000 POTOMAC STREET N.W.
WASHINGTON, D.C. 20007
(202) 865-7880

PORTLAND
SUITE 2680
1211 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
(503) 225-3939

TELEX: 497-0497 (LEX DC)

TELECOPIER
(202) 865-1729

PLEASE REPLY TO WASHINGTON, D.C. OFFICE

MEMORANDUM

TO: Jim Beall
FROM: Pat Wilson
DATE: September 24, 1987
RE: Anchorage Bid Opening by SUPSHIPS, Portsmouth, VA,
September 23, 1987

Bids, listed in order of opening, were as follows:

NWMIW

Bid	\$14,368,680
Man Hour Rate	\$20/hr
Foreseeable costs	?

Continental Maritime Industries

Bid	\$16,736,124
Man Hour Rate	\$33.50
Foreseeable costs	\$31,177

Service Engineering

No Bid

Todd - San Pedro

No Bid

Southwest Marine - San Pedro

Bid	\$17,480,692
Man Hour Rate	\$20.00
Foreseeable costs	\$6,714

National Steel & Shipbuilding - San Diego

Bid	\$17,401,215
Man Hour Rate	\$36.00
Foreseeable costs	\$12,843

Todd Pacific - Seattle

Bid	\$15,971,785
Man Hour Rate	\$35.50
Foreseeable costs	\$83,594



NORTHWEST MARINE IRON WORKS

MAILING ADDRESS: P.O. BOX 3109
PORTLAND, OR 97208
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217
PHONE: (503) 285-7557
TWX: 910-464-6107 NORMARINE PTL

18 September 1987

Supervisor of Shipbuilding
Conversion and Repair, USN
Building 15 NNSY
Code 410 - Dianne Robinson
Portsmouth, Virginia 23705-0215

Dear Sir:

On behalf of our superb Northwest Marine Iron Works team, I am pleased to present our proposal for the regular overhaul of the USS ANCHORAGE (LSD-36). I have thoroughly reviewed this proposal and am confident that it represents the best approach for accomplishing the specified work scope.

We have a long history of successfully accomplishing complex and difficult new construction, alteration and repair projects. We have consistently redelivered combatants to the Government well ahead of schedule with highest quality. Based on our history and the excellent outcome of the USS DULUTH (LPD-6) project, I am confident of our ability to accomplish this large modernization project in a like manner. The USS ANCHORAGE (LSD-36) overhaul meshes extremely well with our plans and project work schedule. We have the facilities, personnel, and management tools in excess of that which is required for this project. We have in place, the latest automated project tracking and management systems which are required for this project. Our system will produce all reports necessary to keep SupShip and the Commanding Officer fully abreast of cost and schedule status.

The team of people who developed this comprehensive proposal is the same team who will manage the overhaul. This team recently performed in a superior manner on the overhaul of the the USS DULUTH (LPD-6). Our approach to proposal generation has achieved the total commitment to the proposal by all of our key management and production personnel. This practice assures me that this project will be completed on time with superior quality.

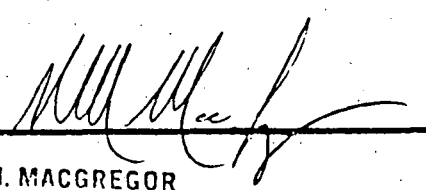
DRY DOCK SAFETY CERTIFICATE

Port of Portland Portland, Oregon Floating Dry Dock No. 1 (YFD-69)

ON THE BASIS OF A MAINTENANCE PROGRAM AUDIT CONDUCTED 4-7 FEBRUARY 1986, NAVAL SEA SYSTEMS COMMAND HAS DETERMINED THAT FLOATING DRY DOCK NO. 1 (YFD-69), LOCATED AT PORT OF PORTLAND, PORTLAND, OREGON, MEETS THE SAFETY CRITERIA OF MIL-STD-1625A(SH) AND MIL-HDBK-257(SH) AND IS CONSIDERED ADEQUATE TO DRYDOCK U.S. NAVY SHIPS.

THE MAINTENANCE PROGRAM PROVIDES FOR CONTINUOUS CERTIFICATION IN ACCORDANCE WITH PARAGRAPH 1.2 OF MIL-HDBK-257(SH).

OPERATIONAL RESTRICTIONS: 12,247 long tons with a minimum freeboard of 18 inches at the pontoon deck as specified in NAVSEA letter 11420 Ser 0705/100 dated: 26 March 1986


R. M. MACGREGOR
DIRECTOR
FACILITIES AND EQUIPMENT DIVISION
BY DIRECTION OF THE COMMANDER

DRY DOCK SAFETY CERTIFICATE

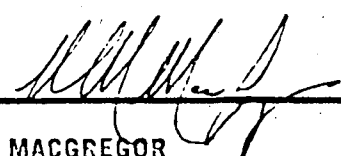
Port of Portland Portland, Oregon Floating Dry Dock No. 3

ON THE BASIS OF A MAINTENANCE PROGRAM AUDIT CONDUCTED 4-7 FEBRUARY 1986, NAVAL SEA SYSTEMS COMMAND HAS DETERMINED THAT FLOATING DRY DOCK NO. 3, LOCATED AT PORT OF PORTLAND, PORTLAND, OREGON, MEETS THE SAFETY CRITERIA OF MIL-STD-1625A(SH) AND MIL-HDBK-257(SH) AND IS CONSIDERED ADEQUATE TO DRYDOCK U.S. NAVY SHIPS.

THE MAINTENANCE PROGRAM PROVIDES FOR CONTINUOUS CERTIFICATION IN ACCORDANCE WITH
PARAGRAPH 1.2 OF MIL-HDBK-257(SH).

OPERATIONAL RESTRICTIONS:

17,000 long tons with a minimum
freeboard of 18 inches at the
pontoon deck as specified in
NAVSEA letter 11420 Ser 0705/101
dated:


R. M. MACGREGOR
DIRECTOR
FACILITIES AND EQUIPMENT DIVISION
BY DIRECTION OF THE COMMANDER

DRY DOCK SAFETY CERTIFICATE

Port of Portland Portland, Oregon Floating Dry Dock No. 4

ON THE BASIS OF THE PORT OF PORTLAND FACILITY CERTIFICATION REPORT DATED APRIL 1985, NAVAL SEA SYSTEMS COMMAND HAS DETERMINED THAT FLOATING DRY DOCK NO. 4, LOCATED AT PORTLAND, OREGON, MEETS THE SAFETY CRITERIA OF MIL-STD-1625A(SH) AND IS CONSIDERED ADEQUATE TO DRYDOCK U.S. NAVY SHIPS.

OPERATIONAL RESTRICTIONS:

56,000 long tons (LT) with a KG
of 41.0 feet or less and with a
minimum freeboard of 18 inches at
the pontoon deck as indicated in
NAVSEA letter 11420 Ser 07042/238
dated: 29 July 1986
April 1990

CERTIFICATION EXPIRES:


R. M. MACGREGOR
DIRECTOR

FACILITIES AND EQUIPMENT DIVISION
BY DIRECTION OF THE COMMANDER

28 September 1987

MEMORANDUM

To: B. Zavin
G. Miller
J. Coleman
L. Mills
B. Gavin
T. Howell
B. Birch
D. Nugent
N. Poissot

T. Howell
D. Taylor
D. Stevens
B. Huget
T. Saunders
J. Carrie
R. Taylor
H. Scroggins

From: Jerry McMurry

Subj: ANCHORAGE PRE-AWARD SURVEY

1. The ANCHORAGE pre-award survey is scheduled for Thursday, 1 October 1987.

2. Please join at 1500 on Monday 28 September 1987 in the After Conference Room for a brief meeting to discuss the pre-award survey.

L-18. INSPECTION OF VESSEL:

(a) Offerors should visit the vessel(s) and take such other steps as may be reasonably necessary to ascertain the nature and location of all work to be performed, and conditions which can affect such work or the cost thereof.

Failure to do so will not relieve the offeror from responsibility for estimating properly the difficulty or cost of successfully performing the work.

(b) The vessel will be available for inspection as follows:
At the U. S. Naval Station, Long Beach, CA on 20 July 1987
through 31 July 1987.

(c) Arrangements for inspection may be made by communicating with
Chief Engineer (213) 547-6721.

(d) Offerors' representatives inspecting the vessel will be subject to security, safety, and other applicable regulations established by the activity at which the vessel is located and by the Commanding Officer of the vessel. The Government will assume no responsibility for any understanding or representations concerning conditions made by any of its officers or agents unless included in the solicitation, the specifications, or related documents.

L-19. SERVICE OF PROTEST (JAN 1985):

Protests, as defined in section 33.101 of the Federal Acquisition Regulation, shall be served on the Contracting Officer by obtaining written and dated acknowledgement of receipt from:

Name: W. L. Brarrock (Code 401)
Telephone: (804) 396-7664/7768
Address: P.O. Box 215, Portsmouth, VA 23705-0215

L-20. SUBMISSION OF PREAWARD INFORMATION:

When requested by the Contracting Officer, Offerors shall submit within 3 days after such request, any or all of the pre-award information outlined in (a) through (k) below to the Contracting Officer and/or his representative. Information outlined in (a) through (b) is also to be provided for each subcontractor. The offerors shall provide any other additional data requested by the Pre-Award Survey Team.

(a) Management Organization

(1) Organization Chart. The chart is to show each management, technical, engineering and production position from the highest company level to the lowest supervisory level. Attached to the

chart are to be descriptions of each position shown fully describing the duties, responsibilities, authority and names of the individuals filling the positions. If the company has offices or plants in other areas outside the geographical cognizance of SUPSHIP Portsmouth, the organizational chart must represent the facility that will submit bids and perform the work.

- (2) List of corporate affiliations and any other corporate divisions or subsidiaries.
- (3) List of Items with rationale that offeror's management feels will be a controlling factor in meeting delivery schedule dates.
- (4) Description of how the offeror will coordinate, control, interface and progress work (including that of sub-contractors).

(b) Production Manning/Manning Curves

- (1) Manning schedule by specification item, showing shift work and premium time aboard ship and in shop.
- (2) Trade manning curves for the subject solicitation and all other projected work. Averages are not acceptable for any period greater than one (1) week in the curves. Include Quality Assurance, Inspection, Test and Checkout Personnel.
- (3) Composite manning curves showing manning for all work (by ship or contract) during the contract performance period. Averages are not acceptable for any period greater than one (1) week in the curves.
- (4) Number of production employees currently onboard broken down by trade category and skill level.
- (5) Hiring and training plans to obtain any needed employees or statement that the contractor possesses sufficient labor at the necessary skill levels to perform all work detailed by the solicitation.
- (6) Statement of impact of work required under this solicitation on other work to which the offeror is committed and the impact the other work to which the offeror is committed will have on the work required under this solicitation.

(c) Facilities

- (1) Submit a berthing plan showing where the ship and auxiliary craft (such as berthing barge) will be berthed in the contractor's plant during the entire overhaul. The berthing plan must include a water depth sounding chart and capacity of services available to meet specification requirements. The water depth sounding chart is to show the date the soundings were taken.
- (2) Proposed docking/undocking schedule. Include docking schedules of other work anticipated during the relative time frame utilizing the same drydock/railway.
- (3) List other ships berthed during the availability of this solicitation.
- (4) Provide a copy of current certification signed by an independent certifying authority of the weight handling capacity of the crane, derrick, railway, travel lift or drydock proposed for docking this vessel.
- (5) Resume of the contractor's dockmaster who will dock/undock the vessel for this solicitation.
- (6) Describe the plan for acquiring any facilities required by the specifications that are not available in-house (or pre-committed) at the time of submission of the offer.
- (7) State location where (a) messing and/or, (b) berthing of ship's force will be accomplished. Include intended dates for removal/return of ship's force from/to the ship.
- (8) Provide a list of special equipment, tools and facilities required for this solicitation. Indicate whether the equipment, tools and facilities are owned by the offeror, a proposed subcontractor or are to be obtained through some other source (identify the source and the arrangements made to obtain them, including the date(s) that it will be available for use).
- (9) Provide a plan for the supply of electricity, steam and water to the ship in the event of loss of any of these services for a period in excess of 4 hours.
- (10) Provide a copy of a "Heavy Weather Plan" that meets the requirements of NAVSEA Standard Item 009-69 (FY-87) and that will be used to meet the requirements of Clause H-10 entitled Protection of The Ship(s) During Adverse Environmental Conditions.

(d) Contractor Furnished Materials

- (1) List of long lead time contractor and sub-contractor furnished material, including delivery dates for each and the arrangements made for their receipt in time to meet the delivery schedule of the vessel.

(e) Sub-Contractors

- (1) A list of all proposed sub-contractors, by spec item, the nature and extent of work to be sub-contracted (if less than the total spec item), work schedules and completion dates. The Contracting Officer shall be advised immediately in writing via the cognizant Supervisory Ship Surveyor of any changes after job order award.
- (2) Resume of proposed subcontractor's experience/qualifications/past association for each applicable work item.
- (3) Describe the offeror's past association with each proposed subcontractor. Provide "quality data trends" of each proposed subcontractor.
- (4) Indicate the location at which work will be performed by sub-contractors and the cognizant subcontractor personnel to contact relative to progress, work status, material status and inspection/check point requirements.

(f) Key Event, Milestone, and Controlling Work Item Schedules

- (1) Develop and furnish a Key Event or Milestone Schedule for the accomplishment of an orderly and systematic production program for this solicitation. Develop a schedule of all controlling work items. This schedule should include, but not be limited to, all work items in excess of 100 mandays or 30 calendar days, and key events or milestones such as docking, undocking, crew move ashore, crew move aboard, electronics systems checkout, completion of LOE related work, dock and sea trials, GFM required dates and contractor material ordering schedules. Include start and completion dates for each. Subcontractor work is to be integrated into this schedule.

— (g) Contract Data Requirements (DD Form 1423)

— (h) Confirmation of Offer

— (i) A breakdown showing the total price of each specification item listed in the solicitation shall be submitted to SUPSHIP Portsmouth.

— (j) Small Business and Small Disadvantaged Business Subcontracting Plan

- (k) Provide a line of credit letter. The amount will be specified by the Contracting Officer at the time the line of credit letter is requested.

MANAGEMENT AND TECHNICAL GROUP

*

A. Management Organization and System

1. Organization (Corporate)

- Obtain copy of organizational chart. Include with topic report as Attachment A1-1.
- Review corporate organization structure for balance and placement of key organization element, i.e., QA, production, engineering, material, etc.
- Determine if lines of authority are clear, decision making points established and the relationship of functional and staff organizations identified.
- Review position descriptions for completeness and consistency with operating requirements.
- Review key position incumbents' credentials in relation to position requirements.
- Obtain information for completing DD Form 1524-1, sections I and II.

DE
JJC
EM

2. Corporate Affiliations

- Determine organizational relationship with parent company corporation, if any, and with other corporate divisions or subsidiaries. If none, so state.
- Determine degree of shipyard's management autonomy.
- Ascertain the corporate chain of command.

3. Management Information and Control Systems

- Review existing systems and associated documentation, and/or plans for implementation, and relate to the requirements for managing the proposed ship work.
- Determine where in the shipyard organization the responsibility for control of these systems resides.

- Ascertain if the objectives for each system are clearly stated.
- Assess effectiveness of the existing systems in meeting the stated objectives.
- Determine if systems provide timely problem identification to management and facilitates rapid initiation and control for corrective actions.

4. Management Understanding of Solicitation

JIM COLEMAN

JERRY MC MURRY

- Discuss the solicitation with the prospective contractor's management personnel to assure that they understand its requirements, including its technical aspects.
- Determine extent of management's knowledge of new and/or the more complex and controlling requirements for the proposed ship work.
- Determine if management is aware of schedule, facility, material and manpower requirements.

5. Master Scheduling

JIM COLEMAN

JERRY MC MURRY

(Master Scheduling - The function of combining all schedules; such as production, material, testing, design, etc. into a more composite schedule for the complete job order or acquisition program.)

- Identify the organization element responsible for schedule integration (master scheduling).
- Review current and projected schedules with regard to possible facility or manpower constraints on production performance.
- Ascertain if management actively reviews master schedules, if the schedules are maintained current and if performance is progressed against them.
- Determine frequency of revision/issue.

JIM COLEMAN
JERRY MCCLURE

6. Surge Responsiveness/Capability

- Review plans or procedures employed by management to respond to short term, relatively large amounts of unplanned additional work requiring almost instantaneous manpower availability.

7. Security Clearance/Industrial Security

NANCY BIGGOT

(Security Clearance - The security clearance held by the prospective contractor's organization and facility, granted by a cognizant Government agency.)

(Industrial Security - The physical security provided for the prospective contractor's facilities and for all property, including both hardware and software therein. Industrial Security Audits and Clearances are provided by a cognizant Government agency.)

- Review facility security clearance for level, source and current status.
- Investigate status of compliance with requirements for safeguarding classified information and equipment. Review latest audit report on industrial security by a cognizant Government agency.
- Review internal procedures to ensure compliance with the requirements for safeguarding of material both in the shipyard and at other sites. Include procedures for controlling access to classified materials by foreign nationals employed by the prospective contractor or by the crews of foreign ships in the shipyard.
- Ensure security clearance is the proper level, i.e., confidential, secret, etc., for proposed ship work.

8. Past Performance

- Obtain information and data from SUPSHIP, other Navy and commercial sources and shipyard records on the past performance of the management organization and of key personnel.

*
B. Labor Relations/Employment Practices

B. BIRCH
L. MILLS

1. Organization and Personnel

- Identify the organization element responsible for human resources and its place in the corporate organization
- Review shipyard policies and procedures for encouraging employee improvement, morale and retention.
- Review supervisory level position descriptions and incumbent credentials for compatability.

2. Past Employment and Hiring Experience

- Review employment and hiring records, noting highest levels over past two years, absentee rates, retention capability, recall results, attrition rates, and ability to rapidly increase the work force.

3. Hiring Plans

- Are there enough skills and personnel on board to properly complete the proposed ship work?
- Discuss plans for acquiring the skilled labor necessary for the proposed work and other projected work. If work is to be subcontracted, check the qualifications of the subcontractor's skills and personnel.
- Assess the plan for realism and achievability.

4. Labor Market

- Obtain data concerning the local labor market, including availability of labor by craft and skill levels.
- Relate this information to shipyard requirements.
- Determine if the labor market will remain relatively stable during the period of the program.

- Ascertain if other companies in the area competing for the same skills are expecting increases or decreases in labor force.

5. Training Programs

- Review formal and informal training programs for new hires, production and white collar employees, supervisors, and management personnel.
- Identify schedule frequency and content of training programs.
- Discuss any special training planned in relation to organization requirements for supporting the proposed work.

6. Employee Relations

- Identify all union affiliations and the status of their contracts. Obtain information for DD Form 1524-1, section III, parts 3 and 4.
- Review policies governing employee benefits, disciplinary actions, lay-off procedures, etc.
- Review programs for improving the management relationship with the work force.
- Review grievance records, any trends and the policies and procedures for acting on employee grievances.

7. Indirect Labor Resources

- Identify and quantify in terms of numbers, skills/discipline and skill/discipline levels, the requirements for indirect labor (non-production) in the supporting service functions; e.g., QA, material, engineering, accounting, etc.
- Review the sources of new hires for adequacy to fill anticipated requirements for indirect labor.

PRE-AWARD
SURVEYS

TL305-AA-MAN-010

APPENDIX B
EXPANDED
DEFINITIONS

8. Affirmative Action Plan

- Review latest audit report or confirmation of acceptability of the prospective contractor's Affirmative Action Plan.
- Review record for any citations on non-compliance with EEO requirements.

APP B-B3

SI043795

NWMAF140150

* C. Technical (Design) Organization and Personnel

1. Organization

- BOB GAVIN
DON STEVENS
- Identify the organization element responsible for technical support of the shipyard and its place in the corporate structure.
 - Can the organization element effectively perform its function at this place in the corporate structure.
 - Review supervisory position descriptions and the credentials of incumbents for performing engineering and technical support functions.

2. Workload/Work Force (By Discipline)

- Review current and projected technical manpower requirements for each discipline to support the proposed ship work and other similar manpower needed for projected concurrent work.
- Determine ability to accommodate program technical requirements with current work force.
- Review estimates of total facility workload projection (quality and quantity) for validity.

3. Special Skill Requirements/Availability

- Identify special technical skill requirements and assesses ability to staff the special program requirements.
- Ascertain if special skill requirements will be subcontracted.
- Ascertain if an adequate plan exists for subcontract support.

4. Facilities

- Determine if current or planned facilities are sufficient to house projected engineering manpower.
- Review subcontractor's facility requirements.

5. Understanding of Solicitation

- Determine technical management personnel's awareness of the requirements and scope of the solicitation.
- Ascertain extent of technical management's knowledge of new and/or the more complex and controlling requirements for the proposed ship work.
- Determine technical management's awareness of schedule requirements.

6. Surge Capability

- Review procedures for accommodating any unplanned short-term, relatively large amounts of additional technical work requiring nearly instantaneous capability buildup.

7. Quality Control (Software)

- Review existing procedures and organization element addressing the quality control of software.
- Assess adequacy of procedures and organization for meeting solicitation requirements.
- Determine if personnel are cognizant of program requirements.

8. Performance Record

- Obtain information and data from SUPSHIP, other Navy and commercial sources and shipyard records on the past performance of the technical organization.

*
D. Technical Control Systems/Procedures

1. Planning and Scheduling

- Identify the organization element and qualifications of personnel responsible for planning and scheduling the design and technical support work.
- Review existing technical planning and scheduling procedures for completeness and compatibility with the requirements for the proposed work.
- Determine the adequacy of the interface with other organization elements.

2. Estimating and Progressing

- Identify the organization and qualifications of personnel responsible for estimating and progressing the design and technical support work.
- Review existing policies and procedures for completeness and compatibility with current operations and the proposed program.
- Determine the adequacy of the interface with other organization elements.

3. Work Specifications and Procurement Specifications

- Identify the organization and qualifications of personnel responsible for developing work specifications and procurement specifications for the shipyard's work.
- Review existing procedures for completeness and compatibility with the proposed program.
- Determine interface with other organization elements.

4. Subcontractor Technical Control

- If the shipyard plans to use a subcontractor for design support or the more complex production work, identify the

organization element and personnel responsible for technical management and control.

- Review existing technical subcontracting policies and procedures for compatibility with proposed subcontracting for the subject procurement.

5. Standardization

(Standardization - The procedures for assuring that the types of equipment and materials installed on a ship are common to those required and used on the class of ship involved.)

- Identify standardization requirements invoked by the solicitation.
- Identify the organization element and the personnel responsible for controlling standardization.
- Review existing policies and procedures for completeness and compatibility with program requirements.
- Determine interface with other organization elements.

6. Configuration and Data Management, Change Control

(Configuration Management - The discipline of controlling changes to the ship's physical characteristics, and the reporting and recording of change processing.)

(Data Management - A system for filing, retrieving and controlling documents, both GFI and CFI, such as drawings, technical manuals, specifications, test procedures, etc.)

(Change Control - The procedures to control the processing of changes to engineering data.)

- Identify solicitation requirements for CM, DM and Change Control.
- Identify the organization element and the personnel responsible for configuration control and data management.

- Review existing plans and procedures for completeness and compatibility with the program requirements.
 - Determine interface with other organization elements.
7. Drawing/Specifications Review Procedures
- Review the adequacy of existing procedures for drawing and specification review and release, to include technical, quality, material, configuration and change control for the proposed contract.
8. Performance Record
- Obtain information and data on the offeror's technical control past performance from SUPSHIP, other Navy and commercial sources.
 - Determine any trends that may exist and recent improvements initiated by the offeror.

*
E. Test, Trials and Logistic Support

1. Test and Trials Organization

- Identify the organization element and qualifications of the personnel responsible for test and trial support of the shipyard.
- Review test and trial plans and procedures for completeness and compatibility with the solicitation requirements.
- Determine interface with other organization elements.

2. Planning and Scheduling

- Identify the organization element and the personnel responsible for the planning and scheduling of test and trial activities.
- Review test planning and scheduling procedures for completeness and compatibility with the proposed work schedules.
- Determine interface with other organization elements.

3. Production Technical Support

- Identify the organization element and the personnel responsible for technical support (field engineering) of the shipyard's production effort.
- Determine the interface with production personnel, method of communication, and the authority vested in the technical support personnel.
- Review existing policies and procedures for completeness and compatibility with the proposed ship work.

4. Logistics Support Planning

(Logistics Support Planning - The planning of the spare parts, maintenance plans, technical documentation and other software requirements for the ship at delivery.

- Identify solicitation requirements for logistics software planning, e.g., PTD, PMS, MEA, etc.
- Identify the organization element and the personnel responsible for providing the logistics support planning.
- Review existing logistics planning and control procedures for completeness and compatibility with the proposed program.
- Determine interface with other organization elements.
- Review existing capability to determine requirements for and availability of additional qualified personnel.

5. Special Test Requirements/Equipment

- Identify any work specification items involving special or complex test equipment requirements and compare with the shipyard's current capability.
- Review plans of action to develop and/or obtain any required expertise and equipment.

6. Test Facilities and Laboratories

- Identify solicitation requirements for test facilities or laboratories.
- Review existing test facilities and laboratories.
- Identify any areas of nonsupport.
- Determine if management personnel have a plan to support all related facets of the proposed program.

7. Surge Capability

- Review capability to meet any unplanned short-term, relatively large amounts of additional testing requiring rapid capability buildup.

8. Performance Record

- Obtain past test and trials performance information and data from SUPSHIP, other Navy and commercial sources and shipyard records.
- Determine any trends that may exist and any actions taken to achieve improved performance.

Rick
TAYLOR

F. Quality Assurance and Reliability Maintainability

1. Organization, Personnel and Training

- Identify solicitation requirements for a quality program (QA) and for reliability and maintainability (R&M).
- Identify the organization element responsible for the shipyard's QA and R&M.
- Determine placement in the corporate organization to assure top level management attention of quality assurance.
- Review personnel qualifications.
- Determine if training programs are adequate to maintain technical competence and meet any certification requirements.

2. Plan and Procedures

- Review QA and R&M plans and procedures for completeness and compatibility with current operations and plans for the proposed program.
- Identify any current plans and procedures holding SUPSHIP approval.

3. Metrology

- Identify metrology requirements of the solicitation.
- Determine adequacy of metrology program, including facilities and equipment.
- If subcontracted, review information on which qualifications of subcontractor was determined and make assessment of capability to meet solicitation requirements.

4. Non-Destructive Testing (NDT)

- Identify solicitation requirement for NDT.
- Review current non-destructive test program, related procedures and personnel and equipment qualifications.
- Compare ability with program requirements.

APP B-F1

- Identify any unusual or special program test requirements and plans to accomplish.
- If subcontracted, review information on subcontractor qualifications and make assessment of capability to meet solicitation requirements.

5. Subcontractor Quality Control

- Review procedures for monitoring and controlling the quality performance of subcontractors.
- Assess adequacy of plans for quality control of subcontractors for the proposed programs.
- Identify procedures for establishing the subcontractor quality control program requirements in purchase orders and contracts.

6. Material Control (QA)

- Identify the interface between the material control system and the QA function.
- Review existing procedures for material control, handling, storage and testing, including those for controlled and non-controlled material, e.g., Level I, hazardous, flammable, etc.
- Determine if revisions or modifications to the existing systems are required to comply with the quality requirements for material receipt inspection and material control.

7. Surge Capability

- Review capability to meet short-term, relatively large amounts of additional quality control activity.

8. Performance Record

- Obtain past performance information and data from SUPSHIP, other Navy and commercial sources and shipyard records.
- Provide copies of QDRs issued with related correspondence on three most recent Navy ship work programs.
- Determine trends of quality performance.
- Complete DD Form 1524-2, Quality Assurance

PRODUCTION AND MATERIAL GROUP

G. Production Organization

LYNN
MILLS

1. Organization

- Identify the organization elements responsible for the shipyard's production effort and their placement in the corporate structure.
- Determine if lines of authority and authority delegations are clearly defined and understood.
- Review position descriptions for completeness and determine compatibility of incumbent credentials.

2. Workload/Work Force (By Trade and Skill)

- Obtain and review curves displaying current and projected workload by trade and skill level required. . Complete Form 1524-1, section III, parts 1 and 2.
- Determine if existing skill mix of the work force is adequate for the projected workload requirements.
- Identify any areas where either sufficient skills by trades are not available in the current work force or the ratio of supervisory personnel to the work force is inadequate.

3. Complex Work/Skills

- Determine requirements for special program skills to accommodate unusual or complex work and the capability within the organization for the work.
- Ascertain if a plan exists for utilizing and managing subcontractor support, if required.

4. Surge Capability

- Review procedures for accommodating unplanned short-term, relatively large amounts of additional work requiring almost instantaneous manpower buildup.

5. Supervisor Training

- Review formal and informal training programs for production, supervisory and management personnel.
- Provide available evidence of subject content and schedules for supervisor training programs.

6. Shop Training Programs

- Identify formal and informal training programs for new hires and for skill improvement of experienced employees.
- Describe the training policy for scheduling, scope of training and requirements for attending.

7. Subcontractor Control

- Identify the organization element and personnel responsible for controlling and managing subcontractor's production efforts both in shop and on the ship.
- Describe interface with other organization elements also responsible for subcontractor control functions.
- Review existing procedures for controlling subcontractor shipboard production work and in plant work and assess adequacy for support of the proposed program.

8. Performance Record

- Obtain past performance information and data on production management capabilities from SUPSHIP, other Navy and commercial sources.
- Identify any trends that may exist and evidence found that are indicative of management responsiveness to corrective action requirements for overcoming performance problems, e.g., manning, schedules, safety, etc.
- Include related previous production and current production information required for DD Form 1524-1, sections IX and X.

*
H. Production Planning and Control

LYNN MILLS
BOB HUBERT

1. Planning, Scheduling and Estimating

- Identify the organization element and the personnel responsible for planning, scheduling and estimating for the shipyard's production.
- Review existing procedures and resources for meeting solicitation requirements for production scheduling and control.
- Determine interface with other organization elements holding scheduling responsibilities, e.g., material, design, etc.
- Discuss procedures for assuring integration of subcontractor and ship force work in production schedules.

2. Production Control

- Identify the organization element and the personnel responsible for production control.
- Review existing procedures and resources for production control of current operations and for the proposed program.
- Describe the production control system. Prepare narrative for DD Form 1524-1, section VIII.
- Determine interface of production control with other functional organization elements and with subcontractors.

3. Production Quality Control

- Identify the organization element and the personnel responsible for quality control within the production organization.
- Review and assess adequacy of existing procedures for assuring compliance with quality requirements within the production shops. Include material traceability and control systems for special materials, e.g., Level I.

- Determine the production quality functional interface with the corporate quality assurance organization.
- Identify any quality trends or recurring problem areas in the production department quality management.

4. Production Progressing

- Identify progressing requirements of the solicitation.
- Identify the organization elements and personnel responsible for production progressing.
- Review for adequacy the procedures for determining progress.
- Describe procedures for transmitting progress information to management and to the customer.

5. Surge Capability

- Review capability for accommodating the planning and scheduling for short-term, relatively large amounts of additional work requiring quick response.

6. Production Material Control (Interference, Surplus, GFM, CFM, Special)

(Interference Material - Material that must be removed to provide access to work items and then reinstalled.)

(Surplus Material - Material, new or removed, excess to the requirements of the contract.)

(GFM - Government Furnished Material.)

(CFM - Contractor Furnished Material.)

(Special Materials - Materials that require special handling or control; e.g., Level I, toxic, hazardous, environmental limits, etc.)

- Identify solicitation requirements for the management and protection of material under control of the production department.
- Identify the organization element and the personnel responsible for production material control.
- Review existing procedures for achieving management control and protection of production material.
- Determine interface with other organization elements and with subcontractors.
- Specifically review for adequacy procedures for the control of interference, surplus, GFM, CFM and special production material both in the prospective prime contractor and subcontractor facilities.

7. Production Safety and Protection of Property

- Identify the solicitation requirements for protection of systems and equipment from damage and contamination.
- Identify the organization element and the personnel responsible for production safety, the protection of property from damage or loss, and the protection of systems and equipment from contamination.
- Review existing policies and procedures for assuring compliance with the above requirements and make assessment of adequacy for the proposed procurement.
- Determine interface with other organization elements responsible for protecting Government property.
- Review existing procedures for applicability to off-site work.

8. Performance Record

- Obtain past performance information and data from SUPSHIP, other Navy and commercial sources on topics 1 through 7 above.

*
BOB HUGET
I. Material Organization and Systems

1. Organization

- Review the organization element responsible for material support of the shipyard. Obtain Material Department organization chart.
- Review policies and procedures for completeness and compatibility with current operations and the proposed work.
- Determine interface with corporate organization.

2. Personnel and Training

- Identify the personnel responsible for material management and control.
- Ascertain personnel credentials for material control.
- Identify and assess adequacy of formal and informal training programs for personnel within the material organization.

3. Purchasing Procedures

- Review existing systems and procedures governing purchasing.
- Determine organizational responsibilities and interfaces.
- Ascertain if systems and procedures are current and applicable to existing and the proposed program.
- Identify any current problem areas and plans to remedy.

4. Subcontracting Procedures

- Review existing systems and procedures governing subcontracting.

- Determine organization responsibilities and interfaces.
- Ascertain if systems and procedures are current and applicable to existing and to the proposed program.
- Identify any current problem areas and plans to remedy.
- Review procedure used to ensure technical requirements are met.
- Obtain information to complete DD Form 1524-1, Section VII, Parts 1 and 2.

5. Material Quality Control

- Identify the organization element and personnel responsible for material quality control.
- Review existing policies and procedures to determine adequacy of provisions for extending quality requirements to subcontractors.
- Determine interface with other functional organization elements.
- Identify any quality trends or current outstanding problem areas.

6. Monitoring and Progressing

- Identify the organization elements and personnel responsible for monitoring and progressing material, including subcontractor materials.
- Determine organizational placement and interface with other organization elements.
- Describe procedures for transmitting material progress information to management.

7. Surge Capability

- Review the capability of the Material Department to meet short-term, relatively large amounts of additional work.

8. Performance Record

- Obtain past performance information data from SUPSHIP, other Navy and commercial sources.
- Determine any trends that may exist in the performance of the material management organization.

*
J. Material Planning, Scheduling and Control

BOB HUGET
1. Material Identification, Scheduling and Inventory Control

- Identify the organization elements and personnel responsible for material identification, scheduling and inventory control.
- Review existing procedures for completeness and compatibility with the proposed program. Complete Form 1524-1, section VI, part 2.
- Determine interface with subcontractors and with other organization elements.

2. Long Lead Material Control

- Review solicitation to identify long lead time materials.
- Identify the organization element and the personnel responsible for identification, purchasing, and monitoring of long lead time material delivery schedules.
- Review procedures for control of long lead material acquisition and control, including that of subcontractors.
- Determine organizational interfaces.
- Identify any anticipated problem areas.

3. Receipt Inspection and Control

- Identify the organization element and the personnel responsible for receipt inspection and control of GFM and CFM.
- Review procedures for receipt inspection and their compatibility with solicitation requirements.
- Determine organizational interfaces.

APP B-J1

4. Storage, Protection and Disposal (Government, Contractor and Special Materials)

- Identify the organization element and the personnel with prime responsibility for the storage, protection, safeguarding and disposal of Government, contractor and special materials.
- Review procedures for compatibility with the solicitation for special material storage requirements.
- Determine interface with other organization elements and with subcontractors.
- Identify any current or anticipated problems with satisfactory material storage and protection.

5. Material Handling Equipment

- Determine requirements for material handling equipment.
- Identify any inadequacies in the prospective contractor's material handling equipment, i.e., number of fork lifts, trucks, etc.

6. Surplus Government Material

- Identify the organization element and the personnel responsible for control and disposal of surplus Government material.
- Review adequacy of procedures for reporting, returning and disposing of surplus materials.

7. Logistic Support

(Logistic Support - The procuring, staging and loading of logistic support items, such as spare parts, maintenance plans, technical documents, etc., for the ship at delivery.)

- Identify solicitation requirements for providing logistics support for the ship. (PTD, COSAL, PMS.)

PRE-AWARD
SURVEYS

TL-305-AA-MAN-010

APPENDIX B
EXPANDED
DEFINITIONS

- Review for adequacy the procedures and facilities for the staging and fitting out.
- Identify the organization element and personnel responsible for material department logistic support functions.
- Identify planning and adequacy of procedures to turn material over to cognizant ship personnel.

8. Performance Record

- Obtain past performance information and data from SUPSHIP, other Navy and commercial sources and assess the adequacy of the material planning, scheduling and control on previous ship work programs.

APP B-J3

FACILITIES AND SERVICES GROUP

TED
HOWELL

K. Plant Facilities and Management

1. Organization and Personnel

- Identify the organization element and the personnel responsible for plant facilities management.
- Determine placement within the corporate organization.
- Review latest facility and equipment information on file with Bidder's Mailing List Application, Standard Forms 17 and 129, and check for accuracy.

2. Maintenance Plans and Procedures

- Review plans, procedures and schedules for the maintenance of plant facilities and equipment.

3. Building, Grounds and Utilities

- Obtain facility plot plan showing location, dimension and purpose of buildings and waterfront facilities.
- Review condition and type construction of existing buildings.
- Identify requirements for, source of and adequacy of utilities to the facility.
- Identify any improvements planned for supporting the proposed work.
- Observe compliance with all safety requirements (OSHA).

4. Dry Dock

- Determine drydocking requirements for the proposed program.
- If drydocking is required, determine dry dock source, capacity and availability for the proposed work.
- Determine status of dry dock certification under MIL-STD-1625A.

- Determine if dry dock services meet solicitation requirements for fire protection, utilities and lift equipment.
- Ascertain adequacy of water depth for drydocking.
- Review dockmaster qualifications.

5. Berths, Outfitting Piers and Waterfront

- Determine solicitation requirement for ship berthing.
- Review adequacy of existing berths, outfitting piers and waterfront facilities to meet solicitation requirements.
- Determine adequacy of services for the solicitation requirements for utilities, safety and material handling.
- Determine compliance with master ship repair contract and Title 32 CFR regarding security of ships and control of non-shipyard personnel.

Shops, Ship Assembly Areas and Erection Areas

- Determine capability of existing shops, ship assembly areas and erection areas to accomplish the work required by the solicitation.
- Identify any anticipated farm-out or subcontracting of shop work.
- Review procedures for and controls over farm-out work.
- Inspect ship assembly/erection facilities for adequacy for performance of work.

7. Navigation Access

- Determine the adequacy of the navigation access to and from the shipyard including water depths, bridge heights and any other physical constraints taking into account tide conditions.

PRE-AWARD
SURVEY

TL305-AA-MAN-010

APPENDIX B
EXPANDED
DEFINITIONS

- Identify any regulatory restrictions.

8. Performance Record

- Obtain past performance information and data on facilities and services from SUPSHIP, other Navy and commercial sources that indicate any inadequacies.

APP B-K3

L. Waterfront Services

1. Pier/Dock Services

- Review adequacy of pier/dock services for safety, protection of property, material handling and ship hotel service requirements.
- Identify any planned improvements or additions to be used in support of the proposed program.

2. Weight Handling Equipment

- Review solicitation to determine requirements for weight handling.
- Review adequacy of weight handling equipment for the proposed work.
- Determine the qualification requirements for weight handling equipment operators and review the credentials of those currently employed.

3. Transportation

- Review adequacy of transportation within the facility and external to the facility for support of the proposed work. Include transportation by air, highway, rail and water for materials and personnel.

4. Fire Protection - Ship

- Review solicitation to determine requirements for fire protection for the ship.
- Review fire protection plans and procedures for adequacy.
- Identify deficiencies in fire fighting and prevention facilities and procedures, including firemain pressure and volume, hot work control, fire stations, storage of flammable materials, housekeeping, etc.
- Determine if fire protection plan has been reviewed and coordinated with local area fire departments.

APP B-L1

- Review records for evidence of ship fires and identify the cause.

5. Protection of Government Property

- Review solicitation for requirements for protection of property from physical damage, theft, contamination, etc.
- Identify the organization element and the personnel with prime responsibility for the protection of Government property at the work site and on the ship.
- Review procedures and instructions for adequacy and compatibility with requirements of the proposed program.
- Assess adequacy of provisions for physical protection.

6. Crew Accommodations

- Review solicitation for requirements for ship crew accommodations to include berthing, messing, offices, class rooms, parking and transportation.
- Confirm availability of crew accommodations as required for the proposed program.
- Determine the adequacy of the crew accommodations.
- Review any plans for acquiring the required crew accommodations where not currently available.

7. Industrial Security

(Industrial Security - The physical security provided for the prospective contractor's facilities and for all property, including both hardware and software therein. Industrial Security Audits and Clearances are provided by a cognizant Government agency.)

- Determine solicitation requirements for Industrial Security.
- Review Procedures and facilities for maintaining Industrial Security on the waterfront and in the shops.

PRE-AWARD
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- Review latest audit report on Industrial Security compliance and determine corrective action taken if required.
- Review procedures for waterside access security protection.
- Review procedures for protection of classified information and equipment from foreign nationals.

8. Performance Record

- Obtain past performance information and data on waterfront service items from SUPSHIP, other Navy and commercial sources.
- Determine any trends that may exist and corrective actions required or taken.

APP B-L3

*
LYNN
MILLS

M. Protection of Property

1. Care of Ship (Housekeeping)

- Review solicitation for care of ship requirements.
- Identify the organization element and the personnel responsible for ship housekeeping.
- Review existing instructions and procedures for care of ship.
- Determine interfaces with other organization elements and subcontractors.
- Identify any recent problem areas and citations.
- Determine if proper management attention exists and corrective action initiated.

2. Protection of Government Property

- Review solicitation for requirements for protection of Government property.
- Identify the organization elements and the personnel with prime responsibility for the protection of Government property.
- Review procedures and facilities for segregation, control and protection of Government property.

3. Fire Protection Organization, System and Plan

- Review solicitation for fire protection requirements.
- Review fire protection plan for adequacy of procedures and organization, or establish that SUPSHIP approval has been obtained.
- Identify any inadequacies in the plan and corrective action taken or required.
- Review arrangements with local fire departments.

- Review latest reports of fire protection system inspections and tests to determine adequacy for the proposed work.

4. Protection of Remote Storage and Work Areas.

- Identify the organization elements and the personnel responsible for protection of remote storage and work areas.
- Review existing instructions and procedures for adequacy for compliance with solicitation requirements.
- Determine adequacy of protective systems and facilities.

5. Protection of Waterborne Support Facilities

- Determine if waterborne equipment or support facilities are to be employed for crew berthing, storage, lifts or plant protection.
- Identify the organization elements and personnel responsible for protection of waterborne support facilities.
- Review plans, procedures and facilities utilized for protection.
- Determine interface with any subcontractors utilizing waterborne facilities.

6. Environmental Controls

- Review solicitation for environmental control requirements invoked.
- Review existing policies and procedures for compliance with EPA and solicitation environmental controls.
- Identify the organization elements and the personnel responsible for monitoring for compliance with environmental controls.

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SURVEYS

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- Review records of noncompliance and determine corrective actions taken or if any open items exist.

7. Industrial Security

(Industrial Security - The physical security provided for the prospective contractor's facilities and for all property, including both hardware and software therein. Industrial Security Audits and Clearances are provided by a cognizant Government agency.)

- Review solicitation requirements for Industrial Security.
- Identify the organization element and the personnel responsible for facility industrial security and plant security.
- Review existing policies and procedures for compatibility with requirements.

8. Performance Record

- Obtain past performance information and data on property protection from SUPSHIP, other Navy and commercial sources.

APP B-M3

N. Safety

1. Organization, Personnel, Programs

- Identify the organization elements and the personnel with prime responsibility for safety.
- Review solicitation for safety program requirements.
- Review policies and procedures for safety programs and for delegation of authority for safety program implementation.
- Review latest OSHA report for violations and citations.
- Determine Safety Department placement in the corporate organization.
- Determine interface with and control over subcontractor personnel.

2. Hazardous Material Control

- Review solicitations for requirements for control of hazardous materials, such as asbestos, toxics, radio actives, flammables and explosives.
- Review existing policies and procedures for control of hazardous material.
- Identify any new requirements and plans to achieve compliance with the proposed program requirements.
- Determine current and/or anticipated problems.
- Review latest OSHA report for violations.

3. Hazardous Work Control

- Review solicitation requirements for control of hazardous work, e.g., radiography, hot work, etc.
- Review existing policies and procedures governing hazardous work control.

APP B-N1

- Identify organization element for monitoring hazardous work control compliance of both prime and subcontractors.

4. Medical Facilities and Services

- Review current and planned medical facilities and services available.
- Review procedures for obtaining additional services and equipment from outside sources.
- Determine if current operating procedures, notices and bulletins have been distributed and posted in general work areas.
- Ascertain if current procedures have been coordinated with local authorities.

5. Police Protection

- Review the organization element and resources available for police protection.
- Determine availability of local police protection.
- Review existing procedures and plans.
- Ascertain if coordinations has been effected with local police.

6. Disaster Plan

- Review solicitation for requirements for emergency and heavy weather plans.
- Review plans for completeness and adequacy.
- Determine if the plan has been coordinated with local civil defense authorities.
- Determine if plan has been previously approved/dis-approved and by whom.

7. Safety Training

- Identify organization element responsible for safety training.
- Review formal and informal safety training programs and the requirements for attendance.
- Determine schedule frequency and content of training programs.

8. Performance Record

- Obtain past performance information and data on safety from SUPSHIP, other Navy and commercial sources and shipyard records.

ORIGINAL



**NORTHWEST
MARINE
IRON WORKS**

PORTLAND, OREGON

PRICE PROPOSAL

**FOR THE
REGULAR OVERHAUL
OF**

**USS ANCHORAGE (LSD-36)
SSP #041-88**

**SOLICITATION NO. N62678-87-B-0203
DATED 10 JULY 1987**

PROPRIETARY RIGHTS

This data, furnished in connection with Request for Proposal No. N62678-87-B-0203, shall not be disclosed outside the Government and shall not be duplicated, used, or disclosed in whole or in part for any purpose other than to evaluate the proposal; **provided**, that if a contract is awarded to this offer as a result of or in connection with the submission of this data, the Government shall have the right to duplicate, use, or disclose. This restriction does not limit the Government's right to use information contained in all sections of the Northwest Marine Iron Works proposal.



NORTHWEST MARINE IRON WORKS

MAILING ADDRESS: P.O. BOX 3109
PORTLAND, OR 97208
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217
PHONE: (503) 285-7557
TWX: 910-464-6107 NORMARINE PTL

18 September 1987

Supervisor of Shipbuilding
Conversion and Repair, USN
Building 15 NNSY
Code 410 - Dianne Robinson
Portsmouth, Virginia 23705-0215

Dear Sir:

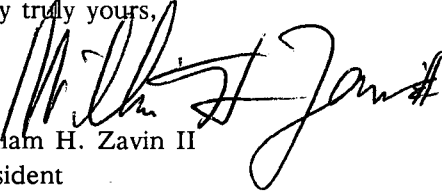
On behalf of our superb Northwest Marine Iron Works team, I am pleased to present our proposal for the regular overhaul of the USS ANCHORAGE (LSD-36). I have thoroughly reviewed this proposal and am confident that it represents the best approach for accomplishing the specified work scope.

We have a long history of successfully accomplishing complex and difficult new construction, alteration and repair projects. We have consistently redelivered combatants to the Government well ahead of schedule with highest quality. Based on our history and the excellent outcome of the USS DULUTH (LPD-6) project, I am confident of our ability to accomplish this large modernization project in a like manner. The USS ANCHORAGE (LSD-36) overhaul meshes extremely well with our plans and project work schedule. We have the facilities, personnel, and management tools in excess of that which is required for this project. We have in place, the latest automated project tracking and management systems which are required for this project. Our system will produce all reports necessary to keep SupShip and the Commanding Officer fully abreast of cost and schedule status.

The team of people who developed this comprehensive proposal is the same team who will manage the overhaul. This team recently performed in a superior manner on the overhaul of the the USS DULUTH (LPD-6). Our approach to proposal generation has achieved the total commitment to the proposal by all of our key management and production personnel. This practice assures me that this project will be completed on time with superior quality.

Based on our many years of experience in performing similar work, we are convinced that this proposal offers the best, logical, systematic and realistic approach for the successful conduct of the project at the lowest reasonable price. Our cost estimate reflects this proven history and approach. I will personally monitor this project to assure that our commitment to excellence is maintained, that the resources of the company are mobilized in the most efficient and effective manner, and that our performance of this contract reflects our goal of providing a quality overhaul at the lowest cost to the Government. Cost effectiveness is of paramount importance to all of us. I will exercise all the powers of my office to ensure these goals are achieved with the lowest possible risk presented to the Government.

Very truly yours,


William H. Zavon II
President

CONTRACT PRICING PROPOSAL

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USS ANCHORAGE (LSD-36)

CONTRACT PRICE PROPOSAL SOLICITATION NO. N62678-87-B-0203

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 - B Supplies/Services and Prices
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 - G-4 MSR Agreement/Agreement for Boat Repair Number
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 - K Representations, Certifications and Other Statements of Offerors
- Drydock Certification



INTRODUCTION

INTRODUCTION

The following information and assumptions form the basis for the estimated cost reflected in the enclosed Cost Proposal for USS ANCHORAGE (LSD-36).

A. INFORMATION

1. PLACE OF PERFORMANCE

The contract will be performed at the Swan Island facilities of Northwest Marine Iron Works. These facilities are located at:

Northwest Marine Iron Works
5555 N. Channel Avenue
Portland, Oregon 97217
Phone: (503) 285-7557

2. GOVERNMENT AUDITORS

Audit of Northwest Marine Iron Works is performed by:

Defense Contract Audit Agency
620 S.W. Main Street, Room 206
Portland, Oregon 97205
Phone: (503) 221-2800

3. CONTRACT ADMINISTRATION

Contracting Officer:

Supervisor of Shipbuilding,
Conversion and Repair, USN
P.O. Box 215
Portsmouth, Virginia 23705-0215

4. PERIOD OF OFFER

This offer is valid for one hundred twenty (120) days from date of this offer.

5. CONTRACT TYPE

Contract to be awarded will be a Firm Fixed Price Contract or as negotiated with the Government.

6. PERIOD OF CONTRACT PERFORMANCE

The period of contract performance is to be from date of award to completion of production as set forth by the terms of the awarding contract.

B. ASSUMPTIONS

The following assumptions have been used in estimating and formulating cost:

1. COST REALISM

Our price and technical proposals have been formulated in such a manner to ensure that they are both reasonable and realistic. We have carefully examined the cost returns obtained from our recent Navy ship overhauls. These cost returns, based on current experience and appropriately adjusted for our learning curve, are incorporated in the data base of our estimates for this solicitation. The prices in this proposal also incorporate the cost returns and knowledge gained from other current contracts in hand.

2. GOVERNMENT FURNISHED MATERIAL

The Government Furnished Material will be delivered to the Northwest Marine Iron Works facilities at Swan Island in a timely manner and in the condition and quantities necessary for ship overhaul.

3. DESIGNS, DRAWINGS AND SPECIFICATIONS

The drawings, designs and specifications which have been and are to be provided to NMIW are accurate, current, complete and not ambiguous.

4. SHIP'S AVAILABILITY

The ship will be available for production as set forth by the terms of the awarding contract.

C. RESPONSIBLE NMIW PERSONNEL

1. CONTRACT NEGOTIATIONS

Contract negotiations on behalf of NMIW will be performed by:

Bob Gavin (503) 285-7557

2. ACCOUNTING

The accounting for costs on subject contract will be performed by Ted Sharp (503) 285-7557.

Mr. Forbes

804
396
8625

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STANDARD FORMS 1411 and 33

CONTRACT PRICING PROPOSAL COVER SHEET

1. SOLICITATION/CONTRACT/MODIFICATION NO. N62678-87-B-0203 FORM APPROVED OMB NO. 3090-0116

NOTE: This form is used in contract actions if submission of cost or pricing data is required. (See FAR 15.804-6(b))

2. NAME AND ADDRESS OF OFFEROR (Include ZIP Code)

Northwest Marine Iron Works
5555 N. Channel Avenue
Portland, Oregon 97217

3A. NAME AND TITLE OF OFFEROR'S POINT OF CONTACT

R.L. Gavin
Mgr. of Engr. and Est.

3B. TELEPHONE NO.

503/285-7557

4. TYPE OF CONTRACT ACTION (Check)

☒ A. NEW CONTRACT ☐ D. LETTER CONTRACT
☐ B. CHANGE ORDER ☐ E. UNPRICED ORDER
☐ C. PRICE REVISION/REDETERMINATION ☐ F. OTHER (Specify)

DUNS: 107970451

5. TYPE OF CONTRACT (Check)

☒ FFP ☐ CPFF ☐ CPIF ☐ CPAF
☐ FPI ☐ OTHER (Specify)

6. PROPOSED COST (A+B+C)

A. COST \$15,808,680 B. PROFIT/FEE \$ -0- C. TOTAL \$15,808,680

7. PLACE(S) AND PERIOD(S) OF PERFORMANCE

Portland Ship Repair Yard, Portland, Oregon
For the duration of the contract.

8. List and reference the identification, quantity and total price proposed for each contract line item. A line item cost breakdown supporting this recap is required unless otherwise specified by the Contracting Officer. (Continue on reverse, and then on plain paper, if necessary. Use same headings.)

A. LINE ITEM NO	B. IDENTIFICATION	C. QUANTITY	D. TOTAL PRICE	E. REF
	Prepare for and accomplish the regular overhaul of the USS Anchorage (LSD-36)	1 Ship Set	\$15,808,680**	
	**Includes Item 0001 plus Additional Government Requirements(\$1,440,000)			

9. PROVIDE NAME, ADDRESS, AND TELEPHONE NUMBER FOR THE FOLLOWING (If available)

A. CONTRACT ADMINISTRATION OFFICE

Supervisor of Shipbuilding,
Conversion and Repair, USN
Portsmouth, Virginia 23705-0215

B. AUDIT OFFICE

D.C.A.A.
620 S.W. Main Street, Room 206
Portland, Oregon 97205

10. WILL YOU REQUIRE THE USE OF ANY GOVERNMENT PROPERTY IN THE PERFORMANCE OF THIS WORK? (If "Yes," identify)

☐ YES ☒ NO

11A. DO YOU REQUIRE GOVERNMENT CONTRACT FINANCING TO PERFORM THIS PROPOSED CONTRACT? (If "Yes," complete Item 11B)

☒ YES ☐ NO

11B. TYPE OF FINANCING (If one)

☐ ADVANCE PAYMENTS ☒ PROGRESS PAYMENTS
☐ GUARANTEED LOANS

12. HAVE YOU BEEN AWARDED ANY CONTRACTS OR SUBCONTRACTS FOR THE SAME OR SIMILAR ITEMS WITHIN THE PAST 3 YEARS? (If "Yes," identify item(s), customer(s) and contract number(s))

☒ YES ☐ NO

USS P F Foster N00024-85-H-8197
USS Duluth N00024-85-C-8506
& Others

13. IS THIS PROPOSAL CONSISTENT WITH YOUR ESTABLISHED ESTIMATING AND ACCOUNTING PRACTICES AND PROCEDURES AND FAR PART 31 COST PRINCIPLES? (If "No," explain)

☒ YES ☐ NO

14. COST ACCOUNTING STANDARDS BOARD (CASB) DATA (Public Law 91-379 as amended and FAR PART 30)

A. WILL THIS CONTRACT ACTION BE SUBJECT TO CASB REGULATIONS? (If "No," explain in proposal)

☐ YES ☒ NO Exempt due to small business status

B. HAVE YOU SUBMITTED A CASB DISCLOSURE STATEMENT (CASB DS-1 or 2)? (If "Yes," specify in proposal the office to which submitted and if determined to be adequate)

☐ YES ☒ NO

C. HAVE YOU BEEN NOTIFIED THAT YOU ARE OR MAY BE IN NON-COMPLIANCE WITH YOUR DISCLOSURE STATEMENT OR COST ACCOUNTING STANDARDS? (If "Yes," explain in proposal)

☐ YES ☒ NO

D. IS ANY ASPECT OF THIS PROPOSAL INCONSISTENT WITH YOUR DISCLOSED PRACTICES OR APPLICABLE COST ACCOUNTING STANDARDS? (If "Yes," explain in proposal)

☐ YES ☒ NO

This proposal is submitted in response to the RFP contract, modification, etc. in Item 1 and reflects our best estimates and/or actual costs as of this date.

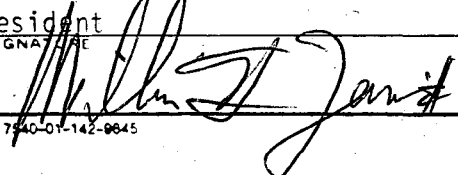
15. NAME AND TITLE (Type)

William H. Gavin II
President

16. NAME OF FIRM

Northwest Marine Iron Works

17. SIGNATURE



18. DATE OF SUBMISSION

18 Sept 87

NSN 7540-01-142-9845

1411-101

STANDARD FORM 1411 (10-83)
Prescribed by GSA
FAR (48 CFR) 53.215-2(c)

SI043840
NWMAR140201

SOLICITATION, OFFER AND AWARD		1. THIS CONTRACT IS A RATED ORDER UNDER DPAS (15 CFR 350)		RATING DO-A-3		PAGE OF 1 | 56 PAGES	
2. CONTRACT NO.		3. SOLICITATION NO. N02676-87-1-0200		4. TYPE OF SOLICITATION <input checked="" type="checkbox"/> SEALED BID (IFB) <input type="checkbox"/> NEGOTIATED		5. DATE ISSUED 10 JUN 87	
7. ISSUED BY Supervisor of Shipbuilding, Conversion and Repair, USN P. O. Box 215 Portsmouth, Virginia 23705-0215		8. ADDRESS OFFER TO (If other than Item 7)		6. REQUISITION/PURCHASE NAVSEA NOT 4710			

NOTE: In sealed bid solicitations "offer" and "offeror" mean "bid" and "bidder".

SOLICITATION

9. Sealed offers in original and 1 copies for furnishing the supplies or services in the Schedule will be received at the place specified in Item 8, or if handcarried, in the depository located in SEE ITEM NO. 7 until 2:00PM local time 27 AUGUST 1987
(Hour) (Date)

CAUTION - LATE Submissions, Modifications, and Withdrawals: See Section L, Provision No. 52.214-7 or 52.215-10. All offers are subject to all terms and conditions contained in this solicitation.

10. FOR INFORMATION CALL:		A. NAME S. T. WINDER, CODE 410	B. TELEPHONE NO. (Include area code) (NO COLLECT CALLS) (804) 396-7664
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11. TABLE OF CONTENTS

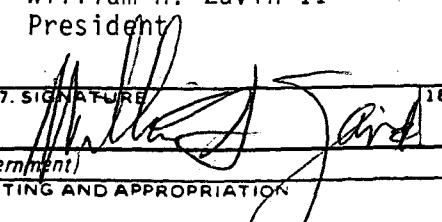
(V)	SEC	DESCRIPTION	PAGE(S)	(V)	SEC	DESCRIPTION	PAGE(S)
PART I - THE SCHEDULE				PART II - CONTRACT CLAUSES			
X	A	SOLICITATION/CONTRACT FORM		X	I	CONTRACT CLAUSES	
X	B	SUPPLIES OR SERVICES AND PRICES/COSTS		PART III - LIST OF DOCUMENTS, EXHIBITS AND OTHER ATTACH.			
X	C	DESCRIPTION/SPECS./WORK STATEMENT		X	J	LIST OF ATTACHMENTS	
X	D	PACKAGING AND MARKING		PART IV - REPRESENTATIONS AND INSTRUCTIONS			
X	E	INSPECTION AND ACCEPTANCE		X	K	REPRESENTATIONS, CERTIFICATIONS AND OTHER STATEMENTS OF OFFERORS	
X	F	DELIVERIES OR PERFORMANCE		X	L	INSTRS., CONDS., AND NOTICES TO OFFERORS	
X	G	CONTRACT ADMINISTRATION DATA		X	M	EVALUATION FACTORS FOR AWARD	
X	H	SPECIAL CONTRACT REQUIREMENTS					

OFFER (Must be fully completed by offeror)

NOTE: Item 12 does not apply if the solicitation includes the provisions at 52.214-16, Minimum Bid Acceptance Period.

12. In compliance with the above, the undersigned agrees, if this offer is accepted within 90 calendar days (60 calendar days unless a different period is inserted by the offeror) from the date for receipt of offers specified above, to furnish any or all items upon which prices are offered at the price set opposite each item, delivered at the designated point(s), within the time specified in the schedule.

13. DISCOUNT FOR PROMPT PAYMENT (See Section I, Clause No. 52.232-6)	10 CALENDAR DAYS %	20 CALENDAR DAYS %	30 CALENDAR DAYS %	CALENDAR DAYS %
14. ACKNOWLEDGMENT OF AMENDMENTS (The offeror acknowledges receipt of amendments to the SOLICITATION for offerors and related documents numbered and dated:	AMENDMENT NO.	DATE	AMENDMENT NO.	DATE
	001	8-20-87	003	9-10-87
	002	8-27-87	004	9-17-87
			005	9-17-87

15A. NAME AND ADDRESS OF OFFEROR Northwest Marine Iron Works 5555 N. Channel Avenue Portland, Oregon 97217	CODE FACILITY	16. NAME AND TITLE OF PERSON AUTHORIZED TO SIGN OFFER (Type or print) William H. Zavini II President
15B. TELEPHONE NO. (Include area code) 503/285-7557	15C. CHECK IF REMITTANCE ADDRESS IS DIFFERENT FROM ABOVE - ENTER SUCH ADDRESS IN SCHEDULE <input type="checkbox"/>	17. SIGNATURE 
		18. OFFER DATE 18 Sept 87

AWARD (To be completed by Government)

19. ACCEPTED AS TO ITEMS NUMBERED	20. AMOUNT	21. ACCOUNTING AND APPROPRIATION
22. AUTHORITY FOR USING OTHER THAN FULL AND OPEN COMPETITION: <input type="checkbox"/> 10 U.S.C. 2304(c)(1) <input type="checkbox"/> 48 U.S.C. 253(c)(1)	23. SUBMIT INVOICES TO ADDRESS SHOWN IN ITEM 25 (4 copies unless otherwise specified)	
24. ADMINISTERED BY (If other than Item 7) CODE	25. PAYMENT WILL BE MADE BY CODE	
26. NAME OF CONTRACTING OFFICER (Type or print)	27. UNITED STATES OF AMERICA (Signature of Contracting Officer)	28. AWARD DATE

IMPORTANT - Award will be made on this Form, or on Standard Form 26, or by other authorized official written notice.

SECTION B SUPPLIES/SERVICES AND PRICES

SECTION G-3 PAYMENT ADDRESS

**SECTION G-4 MSR AGREEMENT/AGREEMENT FOR BOAT REPAIR
NUMBER**

SECTION H-20 MILESTONES

**SECTION K REPRESENTATIONS, CERTIFICATIONS AND OTHER
STATEMENTS OF OFFERORS**

ADVERTISED (IFB)

SECTION B - SUPPLIES/SERVICES AND PRICES

<u>Item</u>	<u>Description</u>	<u>Price</u>
0001	Prepare for and accomplish the Regular Overhaul (POH) of the USS ANCHORAGE (LSD-36)	<u>\$14,368,680</u>
0001AA	Repairs D & F Alts (TYCOM)	<u>\$11,301,236</u>
0001AB	"K" Alts (NAVSEA)	<u>\$ 2,936,540</u>
0001AC	Messing and Berthing	<u>\$ 130,904</u>
0001AD	"ORD" Alts (NAVSEA)	Deleted by <u>\$Amend 0003</u>
0002	Data for Item 0001. See Contract Data Requirements List (CDRL), Exhibit A. Price for applicable data is to be included in the price for each SUB-CLIN.	NSP
0003	Provisioning technical Documentation (PTD) for Item 0001. See CDRL, Exhibit B. Price for applicable data is to be included in the price for each SUB-CLIN.	NSP

CLIN TOTAL shall be equal to the sum of all SUB-CLIN Totals.

The following Work Item Specifications costs must be shared by NAVSEA and the TYCOM in proportion to the amount of work being accomplished for each SUB-CLIN. Prorated charges assigned to NAVSEA should be included in SUB-CLIN 0001AB. Prorated charges assigned to the TYCOM should be listed under SUB-CLIN 0001AA.

Prorated Items 041-10-001 Guarantee Engineer; Provide
043-10-001 Ship Departure Report; Provide

All other unique alterations, NAVSEA Standard Items, and Class Standard Items should be charged to SUB-CLIN 0001AA entitled D&F Alterations.

The Contractor shall indicate below the manhour reservation rate to be used in evaluation of the contractor's proposal and also to be used for negotiating changes as required by the clause entitled "Additional Government Requirements." This rate shall be the rate for pricing changes negotiated under the "Additional Government Requirements" clause up to the maximum manhours specified therein.

ADDITIONAL GOVERNMENT REQUIREMENTS MANHOURS RESERVATION
RATE \$20.00

Because an offeror's accounting system may include production support and other costs as either direct or indirect related charges, depending on the particular offeror, each offeror is required to show the composition of its proposed manhour reservation rate for the 72,000 manhour reservation for production hours of growth work, in accordance with its accounting system, as indicated below. The rate proposed, and costs included in its composition, shall be in accordance with the offeror's disclosure statement or accepted accounting system, as appropriate.

By definition, there are 8 hours in a manday. Therefore, 9,000 mandays equates to 72,000 manhours.

The Contractor's proposed hourly rate shall be a weighted average to cover the entire effort, all direct and indirect charges, burdened to include, but not limited to the following: overhead, general and administrative, quality control, supervision, support functions, facilities capital cost of money and profit, for both the prime contractor and subcontractors selected by the prime contractor. The proposed hourly rate will not be used to price work which may be directed to a subcontractor by name in the work specifications. Material costs shall not be included in the rate. The contractor is required to include in its proposed hourly rate any overtime premium, and delay and disruption dollar costs to accomplish these additional requirements as the contractor's business judgement dictates. Pay for personnel traveling to and from the job site shall be included in the contractor's proposed rate, if required.

MANHOUR RESERVATION RATE BREAKDOWN

<u>\$1,440,000</u> total dollars for reservation of <u>72,000</u> production manhours	=	<u>72,000</u> direct production m/h growth	x	<u>\$18.86</u> burdened rate for production m/h	+	<u>\$1.14</u> all additional charges for required support labor (whether direct, or indirect), not included in burdened rate
--	---	--	---	---	---	---

Total dollars for reservation + $\frac{72,000}{\text{(m/h growth)}} = \frac{\$20.00}{\text{m/h reservation rate}}$

SECTION G - CONTRACT ADMINISTRATION DATA

G-1 CONTRACT ADMINISTRATION DATA

a. Work under this contract shall be under the cognizance of the Supervisor of Shipbuilding, Conversion and Repair, USN, designated at the time of contract award.

b. The Contract Administration Office is the designated Supervisor of Shipbuilding, Conversion and Repair, USN.

G-2 CONTRACT ADMINISTRATION/PURCHASING OFFICE REPRESENTATIVE

a. Contract Administration Office Representative

NAME:

TELEPHONE:

(Provided at Contract Award)

ADDRESS:

b. Purchasing Office Representative

NAME: PROCUREMENT OFFICE (Code 410)

TELEPHONE: (804)396-7664 or 7768

ADDRESS: P. O. Box 215, Portsmouth, VA 23705-0215

G-3 PAYMENT ADDRESS

Offerors shall indicate below the address to which payment should be mailed.

Northwest Marine Iron Works

5555 N. Channel Avenue

Portland, Oregon 97217

G-4 MSR AGREEMENT/AGREEMENT FOR BOAT REPAIR NUMBER:

Offerors shall indicate below the number of their MSR AGREEMENT/AGREEMENT for BOAT REPAIR, if currently held.

a. MSR AGREEMENT NO. N00024-85-H-8197b. AGREEMENT FOR BOAT REPAIR NO. N00024-85-H-8697

(b) In addition to the foregoing precautions, the Contractor shall provide such additional safeguards as may be required or approved by the Contracting Officer for the protection of its plant and the work in process under this contract against espionage, sabotage, and enemy action. The cost to the Contractor of all safeguards so required or approved shall, to the extent allocable to this contract, be reimbursed to the Contractor in the

same manner as if the Contractor had furnished such safeguards pursuant to a change order issued under the clause of this contract entitled "CHANGES". Such cost shall not include any allowance or account of overhead expense, except shop overhead charges incident to the construction or installation of such devices or equipment.

(c) Upon payment by the Government of the cost to the Contractor of any device or equipment required or approved under paragraph (b) of this clause, title thereto shall vest in the Government, and the Contractor shall comply with the instructions of the Department respecting the identification and disposition thereof. No part or item of any such devices or equipment shall be or become a fixture by reason of affixation to any realty not owned by the Government.

H-20 MILESTONES

(a) The Contractor shall submit with his offer dates for the successful accomplishment of the following major milestones for each ship:

<u>Milestone Event</u>	<u>Date</u>
Availability Start Date (Not Later Than A + 0)	<u>18 Jan 88</u>
Crew Move Ashore (Not Later Than A + 7)	<u>25 Jan 88</u>
Start of Gas Freeing (Not Later Than A + 0)	<u>18 Jan 88</u>
Completion of Initial Gas Freeing (Not Later Than A + 18)	<u>05 Feb 88</u>
Complete Combat System Removals (Including Cables and Foundations) (Not Later Than A + 32)	<u>19 Feb 88</u>
Complete Boiler SOI (Not Later Than A + 30)	<u>17 Feb 88</u>
Docking (Not Later Than A + 53)	<u>12 Feb 88</u>
Undocking (Not Later Than C - 130)	<u>08 Feb 88</u>

Start Contractor's Engine Room Inspection (CERI) (Not Later Than SPATO - 30)	<u>03 May 88</u>
Completion of Boiler Work (Not Later Than SPATO - 1)	<u>01 Jun 88</u>
Make available all support services temporary or ship's installed systems for stage 3 testing accomplishing Combat Systems grooving (Not Later Than CBSTP - 1)	<u>10 May 88</u>
Complete Combat System Repairs/Installations (Not Later Than C - 91)	<u>17 May 88</u>
Completion of Work in Machinery Spaces (Machinery Space Turnover) (Not Later Than C - 75)	<u>02 Jun 88</u>
Completion of CHT Work (Not Later Than CREW MOVE ABOARD - 1)	<u>20 May 88</u>
Crew Move Aboard Ship (Not Later Than SPATO - 12)	<u>21 May 88</u>
Complete Combat System Equipment Level Operational Testing (Stage 3) (Not Later Than C - 49)	<u>28 Jun 88</u>
LOE (Not Later Than C - 60)	<u>17 Jun 88</u>
Complete Combat Intra-System Testing (Stage 4) (Not Later Than C - 35)	<u>12 Jul 88</u>
Complete Combat System Inter-System Testing (Stage 5) (Not Later Than C - 25)	<u>22 Jul 88</u>
Complete ships' installed systems (electrical power, dry air, water, airconditioning, etc., to support intergration and completion of Combat Systems Testing for Stage 4 (Not Later Than CBSTP - 1)	<u>03 May 88</u>
Dock Trials (Not Later Than C - 16)	<u>31 Jul 88</u>
Fast Cruise (Not Later Than C - 9)	<u>07 Aug 88</u>
Sea Trials (Not Later Than C - 7)	<u>09 Aug 88</u>
Complete Combat System Special Testing (Stage 6 and 7) (Not Later Than C - 7)	<u>09 Aug 88</u>

Completion of Combat Systems Integrated Test Programs
(CSITP) with designated certifications (Not Later Than C - 7)

09 Aug 88

Availability Completion Date (Not Later Than C - 0)

16 Aug 88

SPATC = Complete Work in Machinery Spaces

CESTP = Combat System Test Program

(b) The Contractor shall successfully accomplish the major milestones prior to the dates listed above.

(c) If any milestone event is not accomplished by the date listed, and the failure to accomplish any such milestone event does not arise from a cause beyond the control and without the fault or negligence of the Contractor or a subcontractor, such failure may be deemed to constitute a failure to perform this contract in accordance with its terms within the meaning of subparagraph (a) (i) of the clause of this contract entitled "Default."

(d) The foregoing milestone event dates are based on the assumption that the Government will make award by 18 December 1987. Each milestone date set forth above will be extended by the number of calendar days after the above date that the job order is in fact awarded.

(e) Failure to provide milestone dates for the above events or providing dates later than those specified above (e.g. Not later than C - 7) may cause the offeror to be found non-responsive.

H-21 TUG AND PILOT SERVICES

Unless otherwise specified in the specifications the Contractor shall be required to provide necessary tugs and pilot services to move the ship from the fairway of the plant to the pier or dock, and upon completion of all work from the pier or dock, to the fairway of the plant.

H-22 DRYDOCK CERTIFICATION (Rev. 07/14/86)

When required by the drydocking specification item, the drydocking of this vessel shall be accomplished only in a drydock certified in accordance with MIL-STD-1625 A/E(SF). Offerors who do not have a suitable drydock certified by NAVSEA in accordance with MIL-STD-1625 A/E(SH) at the time of bid opening shall be determined non-responsive.

ADVERTISED (IFB)

PART IV REPRESENTATIONS AND INSTRUCTIONS

SECTION K - REPRESENTATIONS, CERTIFICATIONS AND OTHER STATEMENTS OF OFFERORS

1. 52.203-2 CERTIFICATE OF INDEPENDENT PRICE DETERMINATION

(a) The offeror certifies that--

(1) The prices in this offer have been arrived at independently, without, for the purpose of restricting competition, any consultation, communication, or agreement with any other offeror or competitor relating to (i) those prices, (ii) the intention to submit an offer, or (iii) the methods or factors used to calculate the prices offered;

(2) The prices in this offer have not been and will not be knowingly disclosed by the offeror, directly or indirectly, to any other offeror or competitor before bid opening (in the case of a formally advertised solicitation) or contract award (in the case of a negotiated solicitation) unless otherwise required by law; and

(3) No attempt has been made or will be made by the offeror to induce any other concern to submit or not to submit an offer for the purpose of restricting competition.

(b) Each signature on the offer is considered to be a certification by the signatory that the signatory--

(1) Is the person in the offeror's organization responsible for determining the prices being offered in this bid or proposal, and the signatory has not participated and will not participate in any action contrary to subparagraphs (a)(1) through (a)(3) above; or

(2)(i) Has been authorized, in writing, to act as agent for the following principals in certifying that those principals have not participated, and will not participate in any action contrary to subparagraph (a)(1) through (a)(3) above

William H. Zavin II
President

(insert full name of person(s) in the offeror's organization responsible for determining the prices offered in this bid or proposal, and the title of his or her position in the offeror's organization);

(ii) As an authorized agent, does certify that the principals named in subdivision (b)(2)(i) above have not participated, and will not participate, in any action contrary to subparagraphs (a)(1) through (a)(3) above; and

(iii) As an agent, has not personally participated, and will not participate, in any action contrary to subparagraphs (a)(1) through (a)(3) above.

(c) If the offeror deletes or modifies subparagraph (a)(2) above, the offeror must furnish with its offer a signed statement setting forth in detail the circumstances of the disclosure.

2. 52.203-4 CONTINGENT FEE REPRESENTATION AND AGREEMENT (APR 1984)

(a) Representation. The offeror represents that, except for full-time bona fide employees working solely for the offeror, the offeror--

(Note: The offeror must check the appropriate boxes. For interpretation of the representation, including the term "bona fide employee," see subpart 3.4 of the Federal Acquisition Regulation.)

(1) ☐ has, ☒ has not employed or retained any person or company to solicit or obtain this contract; and

(2) ☐ has, ☒ has not paid or agreed to pay to any person or company employed or retained to solicit or obtain this contract any commission percentage, brokerage or other fee contingent upon or resulting from the award of this contract.

(b) Agreement. The offeror agrees to provide information relating to the above Representation as requested by the Contracting Officer and, when subparagraph (a)(1) or (a)(2) is answered affirmatively, to promptly submit to the Contracting Officer--

(1) A completed Standard Form 119, Statement of Contingent or Other Fees, (SF 119); or

(2) A signed statement indicating that the SF 119 was previously submitted to the same contracting office, including the date and applicable solicitation or contract number, representing that the prior SF 119 applies to this offer or quotation.

3. 52.208-2 JEWEL BEARINGS AND RELATED ITEMS CERTIFICATE

(a) This is to certify that--

(1) Jewel bearings and/or related items, as defined in the Required Sources for Jewel Bearings and Related Items Clause, will be incorporated into one or more items/will not be incorporated into any item (delete one) covered by this offer;

(2) Any jewel bearings required (or an equal quantity of the same type, size and tolerances) will be ordered from the William Langer Plant, Rolle, North Dakota 58367, as provided in the Required Sources for Jewel Bearings and Related Items clause; and

(3) Any related items required (for an equal quantity of the same type, size and tolerances, will be acquired from domestic manufacturers, including the Plant, if the items can be obtained from those sources.

(b) Attached to this certificate are estimates of the quantity, type and size (including tolerances) of the jewel bearings and related items required, and identification of the components, subassemblies, or parts that require jewel bearings or related items.

Date of Execution September 18, 1987

Solicitation No. N62678-87-B-0203

Name William H. Zavin II

Title President

Firm Northwest Marine Iron Works

Address 5555 N. Channel Avenue
Portland, Oregon 97217

4. 52.214-2 TYPE OF BUSINESS ORGANIZATION -FORMAL ADVERTISING

The bidder, by checking the applicable box, represents that it operates as /xx/ a corporation incorporated under the laws of the State of Oregon, / an individual, / a partnership, / a nonprofit organization, or / a joint venture.

5. 52.214-8 PARENT COMPANY AND IDENTIFYING DATA

(a) A "parent" company, for the purpose of this provision is one that owns or controls the activities and basic business policies of the bidder. To own the bidding company means that the parent company must own more than 50 percent of the voting rights in that company. A company may control a bidder as a parent even though not meeting the requirement for such ownership if the parent company is able to formulate, determine, or veto basic policy decisions of the offeror through the use of dominant minority voting rights, use of proxy voting, or otherwise. (b) The bidder / is, xx / is not (check applicable box) owned or controlled by a parent company. (c) If the bidder checked "is" in paragraph (b) above, it shall provide the following information:

Name and Main Office Address
of Parent Company (Include
Zip Code)

Parent Company's Employer's
Identification Number

(d) If the bidder checked "is not" in paragraph (b) above, it shall insert its own Employer's Identification Number on the following line (b)(6) .

6. 52.214-14 PLACE OF PERFORMANCE - FORMAL ADVERTISING

(a) The bidder, in the performance of any contract resulting from this solicitation / intends, xx / does not intend (check applicable block) to use one or more plants or facilities located at a different address from the address of the bidder as indicated in this bid. (b) If the bidder checks "intends" in paragraph (a) above, it shall insert in the spaces provided below the required information:

Place of Performance (Street
Address, City, County, State,
Zip Code)

Name and Address of Owner
and Operator of the Plant or
Facility if other than Bidder

7. 52.214-16 MINIMUM BID ACCEPTANCE PERIOD

- (a) "Acceptance period," as used in this provision, means the number of calendar days available to the Government for awarding a contract from the date specified in this solicitation for receipt of bids.
- (b) This provision supersedes any language pertaining to the acceptance period that may appear elsewhere in this solicitation.
- (c) The Government requires a minimum acceptance period of 90 calendar days.
- (d) In the space provided immediately below, bidders may specify a longer acceptance period than the Government's minimum requirement.

The Bidder allows the following acceptance period:
120 calendar days

- (e) A bid allowing less than the Government's minimum acceptance period will be rejected.
- (f) The bidder agrees to execute all that it has undertaken to do, in compliance with its bid, if that bid is accepted in writing within (1) the acceptance period stated in paragraph (c) above or (2) any longer acceptance period stated in paragraph (d) above.

8. 52.219-1 SMALL BUSINESS CONCERN REPRESENTATION

The offeror represents and certifies as part of its offer that it / XX / is, / / is not a small business concern and that / / all, / XX / not all supplies to be furnished will be manufactured or produced by a small business concern in the United States, its possessions, or Puerto Rico. "Small business concern," as used in this provision, means a concern, including its affiliates, that is independently owned and operated, not dominant in the field of operation in which it is bidding on Government Contracts, and qualified as a small business under the size standards in this solicitation.

9. 52.219-2 SMALL DISADVANTAGED BUSINESS CONCERN REPRESENTATION

- (a) Representation. The offeror represents that it / / is, / XX / is not a small disadvantaged business concern.

(b) Definitions.

"Asian Indian American," as used in this provision, means a United States citizen whose origins are in India, Pakistan, or Bangladesh.

"Asian-Pacific American," as used in this provision, means a United States citizen whose origins are in Japan, China, the Philippines, Vietnam, Korea, Samoa, Guam, the U.S. Trust Territory of the Pacific Islands, the Northern Mariana Islands, Laos, Cambodia, or Taiwan.

"Native Americans," as used in this provision, means American Indians, Eskimos, Aleuts, and native Hawaiians.

"Small business concern," as used in this provision, means a concern, including its affiliates, that is independently owned and operated, not dominant in the field of operation in which it is bidding on Government Contracts, and qualified as a small business under the criteria and size standards in 13 CFR 121.

"Small disadvantaged business concern," as used in this provision, means a small business concern that (1) is at least 51 percent owned by one or more individuals who are both socially and economically disadvantaged, or a publicly owned business having at least 51 percent of its stock owned by one or more socially and economically disadvantaged individuals and (2) has its management and daily business controlled by one or more such individuals.

(c) Qualified groups. The offeror shall presume that socially and economically disadvantaged individuals include Black Americans, Hispanic Americans, Native Americans, Asian-Pacific Americans, Asian-Indian American, and other individuals found to be qualified by the SBA under 13 CFR 124.1.

10. 52.219-3. WOMEN-OWNED SMALL BUSINESS REPRESENTATION

(a) Representation. The offeror represents that it / is, / XX / is not a women-owned small business concern.

(b) Definitions.

"Small business concern," as used in this provision, means a concern, including its affiliates, that is independently owned and operated, not dominant in the field of operation in which it is bidding on Government Contracts, and qualified as a small business under the criteria and size standards in 13 CFR 121.

"Women-owned," as used in this provision, means a small business that is at least 51 percent owned by a woman or women who are U.S. citizens and who also control and operate the business.

11. 52.220-1 PREFERENCE FOR LABOR SURPLUS AREA CONCERNS

(a) This acquisition is not a set aside for labor surplus area (LSA) concerns. However, the offeror's status as such a concern may affect (1) entitlement to award in case of tie offers or (2) offer evaluation in accordance with the Buy American Act clause of this solicitation. In order to determine whether the offeror is entitled to a preference under (1) or (2) above, the offeror must identify, below, the LSA in which the costs to be incurred on account of manufacturing or production (by the offeror or the first-tier subcontractors) amount to more than 50 percent of the contract price.

(b) Failure to identify the locations as specified above will preclude consideration of the offeror as an LSA concern. If the offeror is awarded a contract as an LSA concern and would not have otherwise qualified for award, the offeror shall perform the contract or cause the contract to be performed in accordance with the obligations of an LSA concern.

12. 52.222-19 WALSH-HEALEY PUBLIC CONTRACTS ACT REPRESENTATION

The offeror represents as a part of this offer that the offeror is / or is not xx / a regular dealer in, or is / or is not xx / a manufacturer of, the supplies offered.

13. 52.222-21 CERTIFICATION OF NONSEGREGATED FACILITIES

(a) "Segregated facilities" as used in this provision, means any waiting rooms, work areas, rest rooms and wash rooms, restaurants and other eating areas, time clocks, locker rooms and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing facilities provided for employees that are segregated by explicit directive or are in fact segregated on the basis of race, color, religion or national origin, because of habit, local custom or otherwise.

(b) By the submission of this offer, the offeror certifies that it does not and will not maintain or provide for its

employees any segregated facilities at any of its establishments, and that it does not and will not permit its employees to perform their services at any location under its control where segregated facilities are maintained. The offeror agrees that a breach of this certification is a violation of the Equal Opportunity clause in the contract.

(c) The offeror further agrees that (except where it has obtained identical certifications from proposed subcontractors for specific time periods) it will--

(1) Obtain identical certifications from proposed subcontractors before the award of subcontracts under which the subcontractor will be subject to the Equal Opportunity clause;

(2) Retain the certifications in the files; and

(3) Forward the following notice to the proposed subcontractors (except if the proposed subcontractors have submitted identical certifications for specific time periods):

NOTICE TO PROSPECTIVE SUBCONTRACTORS OF REQUIREMENTS FOR
CERTIFICATIONS OF NONSEGREGATED FACILITIES.

A Certification of Nonsegregated Facilities must be submitted before the award of a subcontract under which the subcontractor will be subject to the Equal Opportunity clause. The certification may be submitted either for each subcontract or for all subcontracts during a period (i.e., quarterly, semiannually, or annually).

NOTE: The penalty for making false statements in offer is prescribed in 18 U.S.C. 1001.

14. 52.222-22 PREVIOUS CONTRACTS AND COMPLIANCE REPORTS

The offeror represents that--

(a) It / XX/ has, / has not participated in a previous contract or subcontract subject either to the Equal Opportunity clause of this solicitation, the clause originally contained in Section 310 of Executive Order No. 10925, or the clause contained in Section 201 of Executive Order No. 11114;

(b) It / XX/ has, / has not, filed all required compliance reports; and

(c) Representations indicating submission of required compliance reports, signed by proposed subcontractors, will be obtained before subcontract awards.

15. 52.222-25 AFFIRMATIVE ACTION COMPLIANCE

The offeror represents that (a) it / XX / has developed and has on file, / / has not developed and does not have on file, at each establishment, affirmative action programs required by the rules and regulations of the Secretary of Labor (41 CFR 60-1 and 60-2), or (b) it / / has not previously had contracts subject to the written affirmative action programs requirement of the rules and regulations of the Secretary of Labor.

16. 52.222-7003 ACCESS TO VESSELS BY NON-US CITIZENS (ACP CERTIFICATION)

(a) The bidder, in the performance of any contract/job order resulting from this solicitation / / intends, / XX / does not intend (check applicable block) to employ non-US citizens in the performance of work that requires access to naval vessels, work sites and adjacent areas when such vessels are under construction, conversion, overhaul or repair.

(b) If the bidder "intends" in paragraph (a) above, the bidder shall insert in the spaces provided below, the required information:

ACCESS CONTROL PLAN (ACP)

Approved ACP No. _____

If no approved ACP, indicated below, actions taken or anticipated relative to ACP submission to COMNAVSEA. (See NAVSEA Instruction 5500.3 dated 22 October 1985).

17. 52.223-1 CLEAN AIR AND WATER CERTIFICATION

The Offeror certifies that--

(a) Any facility to be used in the performance of this proposed contract is / /, is not / XX / listed on the Environmental Protection Agency List of Violating Facilities;

(b) The Offeror will immediately notify the Contracting Officer, before award, of the receipt of any communication from the Administrator, or a designee, of the Environmental Protection agency, indicating that any facility that the Offeror proposes to use for the performance of the contract is under consideration to be listed on the EPA List of Violating Facilities; and

(c) The Offeror will include a certification substantially the same as this certification, including this paragraph (c), in every nonexempt subcontract.

18. 52.223-4 RECOVERED MATERIAL CERTIFICATION

The offeror certifies, by signing this offer, that recovered materials, as defined in section 23.402 of the Federal Acquisition Regulation, will be used as required by the applicable specifications.

19. 52.225-7000 BUY AMERICAN - BALANCE OF PAYMENTS PROGRAM CERTIFICATE

(a) The offeror hereby certifies that each end product, except the end products listed below, is a domestic end product (as defined in the clause entitled "Buy American Act and Balance of Payments Program") and that components of unknown origin have been considered to have been mined, produced, or manufactured outside the United States or a qualifying country.

EXCLUDED END PRODUCTS

<u>Line Item No.</u>	<u>Country of Origin</u>
N/A	

(list as necessary)

(b) Offers will be evaluated by giving certain preferences to domestic end products and foreign qualifying country end products over foreign nonqualifying country end products. In order to obtain such preferences in the evaluation of each excluded end product listed in (a) above, it is necessary that offerors identify and certify below, those excluded end products identified above that are qualifying country end products or they will be deemed nonqualifying country end products. Offerors must certify by inserting the applicable line item numbers in the appropriate brackets:

- (i) The offeror certifies that the following supplies qualify as "participating country end products" as that term is defined in the clause entitled "Buy American Act and Balance of Payments Program." ().
Insert line item no.
- (ii) The offeror certifies that the following supplies qualify as "FMS/offset arrangement country end products" as that term is defined in the clause entitled "Buy American Act and Balance of Payments Program," if the Government makes the necessary waivers. ().
Insert line item no.
- (iii) The offeror certifies that the following supplies qualify as "defense cooperation country end products" as the term is defined in the clause entitled "Buy American Act and Balance of Payments Program." ().
Insert line item no.
- (iv) The offeror certifies that the following supplies qualify as "designated country end products" as that term is defined in the clause entitled "Buy American Act, Trade Agreements Act, and Balance of Payments Program." ().
Insert line item no.

(c) Offers will be evaluated in accordance with the policies and procedure of FAR Part 25 and DOD FAR Supplement Part 25.

20. CERTIFICATION OF DEBARMENT/SUSPENSION STATUS

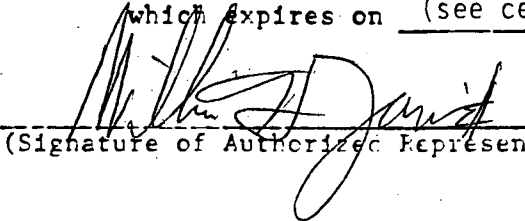
- (a) The Offeror certifies with its submission of this offer that it / / is, / XX / is not (check one) suspended, debarred or ineligible from entering into contracts with the Executive Branch of the Federal Government, or in receipt of a notice of proposed debarment from another DOD Agency.
- (b) The Offeror shall provide immediate notice to the Contracting Officer in the event of being suspended, debarred or declared ineligible by any Department or other Federal Agency, or upon receipt of a notice of proposed debarment from another DOD Agency, prior to award of this contract.

A vertical dashed line consisting of 18 short, black rectangular segments arranged in a column on the left side of the page.

DRYDOCK CERTIFICATION

DRYDOCK CERTIFICATION
(OFFEROR TO FILL IN ALL BLANKS)I, William H. Zavin II, hereby certify as follows:

- (i) That I am a duly authorized representative of Northwest Marine Iron Works which is submitting an offer under Solicitation No. N62678-87-B-0203;
- (ii) That the offeror has the following drydocks capable of drydocking the vessel covered in Item 997-11-001 of the Solicitation:
N62678-87-B-0203
USS ANCHORAGE (LSD-36) SSP #041-88 Regular Overhaul
- (iii) That one of the drydocks listed in (ii) above, will be used for the performance of the drydock work under Item 997-11-001
- (iv) That none of the drydocks listed in (ii) above, can be used for the performance of the drydock under Item N/A during the period specified in the Solicitation for performing said Item N/A because of pre-existing firm commitments for the use of said drydocks during said period.
- (v) That due consideration has been given to any priority of work to which the U.S. Government may be entitled by reason of any agreements between the offeror and the U.S. Government under which any of the drydocks listed in (ii) above, may have been furnished the offeror by the U.S. Government.
- (vi) That the dockmaster in charge of docking/undocking evolutions is professionally qualified, through training and experience, to conduct these evolutions in a safe and reliable manner. The dockmaster and his organization do satisfy the requirements of Appendix 7-H of the Ship Repair Contracting Manual. (NAVSEA 0900-LP-079-5010)
- (vii) That the drydock operating procedures set forth in Attachment (E) are in accordance with good marine practice and MIL-STD-1625 A/B(SH) for the particular vessels to be docked/undocked and that these procedures will be followed during all docking/undocking evolutions.
- (viii) That the drydock listed in (ii) above has been certified by NAVSEA in accordance with Mil-Std-1625 A/B (SH). A copy of the NAVSEA certificate which expires on (see certificates) is attached.


(Signature of Authorized Representative)William H. Zavin II
(Typed Name of Authorized Representative)18 September 1987
(Date of Signature)President
(Title of Authorized Representative)

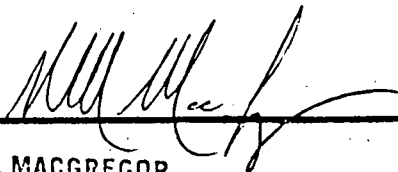
DRY DOCK SAFETY CERTIFICATE

Port of Portland Portland, Oregon Floating Dry Dock No. 1 (YFD-69)

ON THE BASIS OF A MAINTENANCE PROGRAM AUDIT CONDUCTED 4-7 FEBRUARY 1986, NAVAL SEA SYSTEMS COMMAND HAS DETERMINED THAT FLOATING DRY DOCK NO. 1 (YFD-69), LOCATED AT PORT OF PORTLAND, PORTLAND, OREGON, MEETS THE SAFETY CRITERIA OF MIL-STD-1625A(SH) AND MIL-HDBK-257(SH) AND IS CONSIDERED ADEQUATE TO DRYDOCK U.S. NAVY SHIPS.

THE MAINTENANCE PROGRAM PROVIDES FOR CONTINUOUS CERTIFICATION IN ACCORDANCE WITH PARAGRAPH 1.2 OF MIL-HDBK-257(SH).

OPERATIONAL RESTRICTIONS: 12,247 long tons with a minimum freeboard of 18 inches at the pontoon deck as specified in NAVSEA Letter 11420 Ser 0705/100 dated: 26 March 1986


R. M. MACGREGOR
DIRECTOR
FACILITIES AND EQUIPMENT DIVISION
BY DIRECTION OF THE COMMANDER

DRY DOCK SAFETY CERTIFICATE

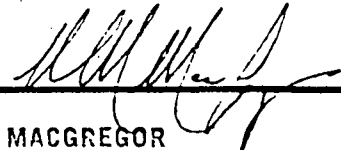
Port of Portland Portland, Oregon Floating Dry Dock No. 3

ON THE BASIS OF A MAINTENANCE PROGRAM AUDIT CONDUCTED 4-7 FEBRUARY 1986, NAVAL SEA SYSTEMS COMMAND HAS DETERMINED THAT FLOATING DRY DOCK NO. 3, LOCATED AT PORT OF PORTLAND, PORTLAND, OREGON, MEETS THE SAFETY CRITERIA OF MIL-STD-1625A(SH) AND MIL-HDBK-257(SH) AND IS CONSIDERED ADEQUATE TO DRYDOCK U.S. NAVY SHIPS.

THE MAINTENANCE PROGRAM PROVIDES FOR CONTINUOUS CERTIFICATION IN ACCORDANCE WITH
PARAGRAPH 1.2 OF MIL-HDBK-257(SH).

OPERATIONAL RESTRICTIONS:

17,000 long tons with a minimum
freeboard of 18 inches at the
pontoon deck as specified in
NAVSEA letter 11420 Ser 0705/101
dated:


R. M. MACGREGOR
DIRECTOR
FACILITIES AND EQUIPMENT DIVISION
BY DIRECTION OF THE COMMANDER

DRY DOCK SAFETY CERTIFICATE

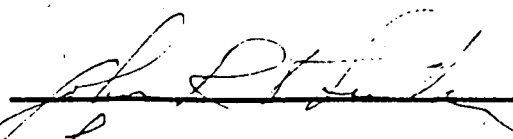
Port of Portland
Portland, Oregon
Floating Dry Dock No. 4

ON THE BASIS OF THE PORT OF PORTLAND FACILITY CERTIFICATION REPORT DATED APRIL 1985, NAVAL SEA SYSTEMS COMMAND HAS DETERMINED THAT FLOATING DRY DOCK NO. 4, LOCATED AT PORTLAND, OREGON, MEETS THE SAFETY CRITERIA OF MIL-STD-1625A(SH) AND IS CONSIDERED ADEQUATE TO DRYDOCK U.S. NAVY SHIPS.

OPERATIONAL RESTRICTIONS:

56,000 long tons (LT) with a KG
of 41.0 feet or less and with a
minimum freeboard of 18 inches at
the pontoon deck as indicated in
NAVSEA letter 11420 Ser 07042/238
dated: 29 July 1986
April 1990

CERTIFICATION EXPIRES:


D. M. MACGREGOR
DIRECTOR

FACILITIES AND EQUIPMENT DIVISION
BY DIRECTION OF THE COMMANDER

TAYLOR & HINTZE

ATTORNEYS AT LAW

SEATTLE OFFICE

900 AGC BUILDING, 1200 WESTLAKE AVENUE NORTH, SEATTLE, WASHINGTON 98109
TELEPHONE (206) 282-4004, TELECOPIER (206) 283-9198

October 12, 1987

Supervisor of Shipbuilding
Conversion and Repair, U.S.N.
Code 401, - W. L. Brannock, Contracting Officer
P. O. Box 215
Portsmouth, Virginia 23705-0215

PROTESTER: Northwest Marine Iron Works
5555 No. Channel Ave., Building 2
Portland, Oregon 97217
(503) 285-7557

ISSUING AGENCY: Supervisor of Shipbuilding
Conversion and Repair, U.S.N.
Portsmouth, Virginia 23705

SOLICITATION/CONTRACT: Solicitation N62678-87-B-0203
Regular Overhaul, U.S.S. Anchorage (LSD-36)

Gentlemen:

By letter of September 30, 1987, the Contracting Officer for the subject overhaul, advised Northwest Marine Iron Works ("NMIW") that NMIW's low bid (submitted in response to the Solicitation) had been deemed non-responsive and that NMIW's offer had been rejected. Pursuant to the provisions of Title 31 of the United States Code §§ 3551-3556, the provisions of 4 CFR §§ 21.0-21.12 (1987) promulgated thereunder, and the provisions of FAR 33.102-03 incorporated into the Solicitation, NMIW herein formally protests the Contracting Officer's determination and subsequent rejection of NMIW's offer to perform the regular overhaul of the U.S.S. Anchorage (LSD-36).

FACTS

On July 15, 1987, NMIW received the referenced Solicitation for the regular overhaul of the U.S.S. Anchorage (LSD-36). The Solicitation required the submission of sealed bids, which were to be publicly opened on August 27, 1987 at 2:00 p.m. Amendment No. 0001 to the Solicitation postponed the bid

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ANCHORAGE OFFICE

310 K STREET, SUITE 603, ANCHORAGE, ALASKA 99501
TELEPHONE (907) 276-4026, TELECOPIER (907) 279-6368

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opening date until September 15, 1987. Amendment No. 0004 further delayed the opening until September 23, 1987.

NMIW submitted a timely bid as required by the Solicitation (see Exhibit 1) and, at the bid opening, was announced to be the low bidder.

On September 28, 1987, Mr. W. L. Brannock, Contracting Officer for the Anchorage overhaul, telephoned Mr. William Zavin II, President of NMIW, and advised Mr. Zavin that NMIW's bid had been declared non-responsive (see Exhibit 2). Mr. Brannock confirmed that conversation in a letter dated September 30, 1987 (Serial No. 410R/876) (see Exhibit 3).

Mr. Zavin responded to the Contracting Officer's determination by letter dated October 3, 1987, stating that NMIW intended to file a bid protest (see Exhibit 4). No further action occurred, and NMIW hereby files this protest.

BIDDER RESPONSIBILITY AND RESPONSIVENESS

NMIW fully and completely submitted the information required by the Solicitation. The Contracting Officer raises no objection to the material contained therein. However, in addition to, and separate from, the Solicitation, NMIW included certain extraneous and gratuitous information, going to the issue of bidder responsibility (as opposed to bid responsiveness). Although physically separated from the Solicitation, the Contracting Officer cited portions of this information as supporting a determination of non-responsiveness. Specifically, the Contracting Officer focuses upon three statements in NMIW's introductory material:

Specifically, the initial page of our offer states that "(t)his data . . . shall not be disclosed outside the Government"
Additionally, page 2 of your offer's introduction provides that "Government Furnished Material will be delivered to the Northwest Marine Iron Works facility at Swan Island" while Clause H-7 of the Solicitation states that "the contractor will accept delivery of Government Furnished Material . . . at SUPSHIP Long Beach warehouse"
Also contained on page 2 is the statement "(t)he drawings, designs, and specifications which have been and are to be provided to NMIW are accurate, current, complete, and not

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ambiguous." Section I of the Solicitation, Clause 52.217-7104, "Inspection and Manner of Doing Work", provides that "(t)he Government does not guarantee the correctness of the dimensions, sizes, and shapes set forth in any job order, sketches, drawings, plans, or specifications prepared or furnished by the Government" Furthermore, various individual specifications items provide that "the lengths listed on the reference drawings are approximate"

Contracting Officer's Serial Letter 410R/876, dated September 30, 1987 (see Exhibit 3).

The Contracting Officer felt that the above extraneous statements conditioned NMIW's bid, rendering it non-responsive. However, read in context, each statement is totally consistent with the terms of the Solicitation and does not reflect upon the issue of responsiveness. Each of the Contracting Officer's concerns are addressed individually below.

I. GOVERNMENT-FURNISHED INFORMATION

NMIW'S ASSUMPTION REGARDING DRAWINGS, DESIGN, AND SPECIFICATIONS IS FULLY CONSISTENT WITH THE SOLICITATION TERMS AND CONDITIONS, IS CONSISTENT WITH PREVAILING LAW, AND IN NO WAY QUALIFIES, EXPANDS, OR LIMITS THE DUTIES, RESPONSIBILITIES OR OBLIGATIONS OF NMIW OR THE GOVERNMENT.

On Page 2 of the introductory section of NMIW's offering document, NMIW stated, in Paragraph B-3, that it assumed "the drawings, design and specifications which have been or are to be provided to NMIW are accurate, current, complete and not ambiguous." As indicated above, NMIW was notified by the Contracting Officer that this assumption qualified the bid. Specifically, the Contracting Officer alleged that the qualification was in conflict with a bidders question which stated:

Various items call out in para 4.1 "The pipe lengths listed on the referenced drawings are approximate and actual lengths should be determined by the contractor at the time of the ship check for preparation of bid."

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and the response which stated:

(h) The Government does not guarantee the correctness of the dimensions, sizes and shapes set forth in any job order, sketches, drawings, plans or specifications prepared or furnished by the Government, except when a job order requires that the work be performed by the Contractor prior to any opportunity to make the necessary inspection. The Contractor shall be responsible for the correctness of the shape, sizes and dimensions of parts to be furnished hereunder except as above set forth and other than those furnished by the Government.

As per Chapter 4, Clause 5, Para H. of M.S.R. Contract.

Bidders Question dated 26 August 1987 (see Exhibit 5).

Apparently, the Contracting Officer has determined that NMIW's assumption somehow conflicts with or qualifies the disclaimers contained on the individual drawings or Clause 5(h) of the MSR Agreement incorporated into the Solicitation. However, as discussed below, NMIW's assumption is fully consistent with the Solicitation conditions and the prevailing law.

NMIW's assumption does not qualify the terms of the solicitation and is consistent with all disclaimers and warnings provided on the drawings, specification items, or other bidder's questions, and does not affect the quality, quantity or price of the bid.

NMIW's assumption regarding drawings and specifications stated that its bid was based on the fact that the Government-furnished information was accurate, current, complete, and not ambiguous. There is nothing inconsistent with this statement and the Solicitation terms, drawing notes, or clauses in the MSR Agreement. NMIW's clause merely states that what the Government provides as Government-furnished information, comments, and/or notes is accurate in what is represented. By accurate, NMIW has based its bid on what is stated on the drawings and specifications. If the Government's drawing states that pipe lengths are approximate, then NMIW assumes that this is a true

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and accurate statement putting NMIW on notice that verification is required. In other circumstances, such as the bidder's question of August 3, 1987, marked as Question No. 0006, a bidder asked:

As it will be impossible to determine lengths of cable until each assembly is removed, for estimating purposes, how much cable of each size will be required to accomplish the requirements of Paragraph 3.3?

In response, the Government stated in its answer:

Utilize ref. 2.B for exact lengths of cable.
[Emphasis added] [see Exhibit 6].

In this instance, NMIW assumes that the Government's comments are accurate, and that it can utilize the quoted reference for exact lengths of cable.

On another bidder's question dated August 3, 1987, marked as Question No. 0002, a bidder asked what were the lengths of ladders required to be renewed under certain specification paragraphs. In response, the Government provided the specific number of treads required for each ladder in question (see Exhibit 7). In this instance, NMIW assumes that what the Government stated is accurate.

NMIW also assumed that the information was current, however, this assumption is merely that the Government-furnished information is the most current data available--depicting true locations and arrangements of equipment and systems. NMIW also assumed that the information was complete and not ambiguous. This assumption, like its assumption on accuracy, merely assumes that the Government-furnished information is clear, and that information is not missing or misleading.

NMIW, like any other reasonable bidder, can only base its bid on the information provided by the Government in its drawings, designs, and specifications. Its bid can only be based on the assumption that what the Government has specified, stated, or described, is an accurate reflection of the condition of the vessel, or the design as known. NMIW, like any other bidder, must make the assumption that the Government's drawings, comments, bidders' responses, etc. are accurate statements reflecting the current condition of the vessel. This assumption

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states nothing more. It does not state, as the Government appears to suggest, that all dimensions are accurate.

The assumption does not conflict with the Solicitation terms and conditions, and does not affect the price, quantity, quality, or delivery terms of its bid. An assumption regarding Government-furnished information, when it does not affect quantity, quality, price, or delivery, is not grounds for a determination that NMIW's bid is non-responsive. See Ace Federal Reports, Inc., 86-2 Comp. Gen. Proc. Dec. 18, (1986). Nothing in NMIW's assumption qualifies, limits, or shifts liability of any drawing note, disclaimer, or specification item as written in the Solicitation.

NMIW's assumption is consistent with the prevailing law that the implied warranty of accuracy in Government specifications cannot be overcome by broad exculpatory language which would negate other contractual provisions and remedies.

The Contracting Officer's letter Serial 410R/876 of 30 September 1987 to NMIW stated that NMIW's assumption qualified Section I of the Solicitation, Clause 52.217-7104. NMIW's assumption does not qualify, and is not inconsistent with, the clause referenced by the Contracting Officer.

A major area, in which entitlement for an equitable adjustment has been found, is where the specifications or drawings provided by the Government contain errors or omissions which significantly hinder performance. Recovery for defective Government specifications may be grounded on the theory of implied warranty where the Government has furnished faulty drawings and specifications in the contract. This basic doctrine of implied warranty of specifications was distinctly stated in United States v. Spearin, 248 U.S. 132, 135, 63 L.Ed. 166, 39 Sup.Ct. 59 (1918):

The general rules of law applicable to these facts are well settled. Where one agrees to do, for a fixed sum, anything possible to be performed, he will not be excused or become entitled to additional compensation, because unforeseen difficulties are encountered [I]f the contractor is bound to build according to plans and specifications prepared by the owner, the contractor will not be responsible for consequences of defects in the plans or specifications [citation]. This responsibility of the owner is not overcome by

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the usual clause requiring builders to visit the sites, to check the plans, and to inform themselves of the requirements of the work, as is shown by Christie v. United States 237 U.S. 234, 59 L.Ed. 933, 35 Sup.Ct.Rptr. 565, Hollerbach v. United States, 233 U.S. 165, 58 L.Ed. 898, 34 Sup.Ct.Rptr. 553, and United States v. Utah N. & C. Stage Co., 199 U.S. 414, 50 L.Ed. 252, 26 Sup.Ct.Rptr. 69 where it was held that the contractor should be relieved if he was misled by erroneous statements in the specifications.

Where the owner has furnished detailed plans and specifications, the courts have held that this is an expression of the owner's intent to assume the risk. Appeal of Consolidated Diesel Electric Corp., ASBCA No. 10486, 67-2 BCA para. 6,669 (1967). The Government, however, states that Clause 5(h) of NMIW's MSR Agreement disclaims liability for inaccuracies in the drawings and specifications. The Contracting Officer's argument, however, is not consistent with the prevailing law on Government disclaimers.

Attempted exculpatory and restrictive statements have been consistently disregarded by the Court of Claims and the Boards when those disclaimers are so broad so as to nullify other clauses and provisions of the contract. See Appeal of Bethlehem Steel Corp., ASBCA No. 13341, 72-1 BCA para. 9,186 (1972) wherein the Board stated:

Both the Supreme Court and the Court of Claims have rendered numerous decisions refusing to interpret disclaimer and exculpatory provisions included in Government contract specifications so as to relieve the Government from its normal obligations under such standard contract clauses as the changes, changed conditions, and Government-furnished property clauses. [Citations]. The Court of Claims has been quite candid in refusing to give full literal effect to specification provisions calculated to render nugatory the normal effect of standard mandatory contract provisions such as the changes clause.

The Board in Bethlehem Steel, supra, continued to discuss exculpatory provisions:

The extent to which the Court of Claims has gone in refusing to interpret specifications provisions as destroying the normal effect of standard contract clauses is indicated by two of its decisions reversing decisions of this board. Radio Condenser Co., ASBCA No. 8149, 1963 BCA para. 3931, involved a claim under the standard Government-furnished property clause based on the unsuitability of Government-furnished microfilm. In addition to the standard Government-furnished property clause in the general provisions, the contract schedule contained a provision stating that the Government-furnished items "are furnished for such information and assistance as they may provide the contractor" and that the Government does not "represent that the microfilm is legible in all or in any particular part or that the drawings on which the microfilm was made are complete and accurate in any respect or in any particular part and it does not represent that the equipment" can be made from the Government-furnished drawings or that the Government-furnished drawings or microfilm "will meet the performance or any other requirements of the contract." The contract contained an "order of precedence" clause making the schedule preemptive over the general provisions. The board held that the schedule provision was effective in accordance with its terms and denied the appeal. This decision was reversed by the Court of Claims in Thompson Ramo Wooldridge, Inc. v. United States, *supra*, wherein the court found a way of interpreting the schedule provision without bringing it in conflict with the normal coverage of the standard Government-furnished property clause.

The other case, Telecomputing Corp., ASBCA No. 7154, 1962 BCA para. 3620, was similar to Radio Condenser Co., *supra*, in containing the standard Government-furnished property clause and also a special provision which stated that the Government's making available of the Government drawings "shall not constitute a representation by the Government, either express or implied that such drawings, which are solely for informational and guidance

purposes, are accurate or complete." The Board's decision in Telecomputing was reversed by the Court of Claims in Whittaker Corp. v. United States, 443 F.2d 1373 (Ct. Cl. 173-66, decided 11 June 1971, in which the court gave the special provision such limited effect as not to impinge upon the "suitability for use" provision of the standard Government-furnished property clause.

While broad disclaimers, which negate other contractual terms are held ineffective, the Government may utilize an "effective disclaimer" of Government responsibility for specific drawings or specification items. Appeal of Wiggins Electric Co., DOT CAB No. 1102, 80-2 BCA para. 14,758 (1980). Referring to Bethlehem Steel, the Department of Transportation Contract Appeals Board distinguished an "effective disclaimer" from broad exculpatory clauses:

In Bethlehem Steel the Government attempted to shift responsibility for a defective specification by relying on a provision which made the contractor responsible for assuring the structural plans were accurate for their intended purpose. Such broad exculpatory clauses purporting to absolve the Government of responsibility when the drawings and specifications differ from actual conditions are not applied literally and do not relieve the Government of liability.

In Wiggins Electric, supra, the Board reviewed specific exculpatory language on window drawings and considered whether the disclaimers were effective. The Board determined that, in that instance, warnings on specific drawings were effective disclaimers putting the contractor on notice. Applied to NMIW's assumptions, Wiggins Electric and Bethlehem Steel, provide the necessary guidance regarding the effectiveness of the disclaimers contained in the Solicitation's terms and conditions.

NMIW's assumption was that the specifications, drawings, and designs, were accurate in their representations. For those specific instances in which NMIW was warned that exact lengths of pipe would have to be verified during the pre-bid investigation, NMIW has taken appropriate steps to determine these lengths. NMIW had a team of four persons investigate the vessel prior to bid, including the videotaping of numerous systems from which to prepare its bid. In other instances, such as the bidder's

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questions that referred to ladders and cable, NMIW has assumed that the Government's responsive statements were also accurate.

In those instances where there is no disclaimer or warning, the Government cannot use such broad exculpatory language (as referenced in Clause 5(h) of the MSR Agreement) to absolve itself of any and all other errors in the plans or specifications. To do so would nullify the effects of the implied warranty of accuracy of Government information, and the Changes and Notification of Changes clauses of the subject contract.

NMIW's assumption regarding Government-furnished information is fully consistent with the Solicitation and the prevailing law. The assumption does not qualify the quantity, quality, price, or delivery terms of the Solicitation. The assumption does not qualify the bid, and does not qualify, expand, or limit the duties, responsibilities, or obligations of NMIW or the Government. The assumption has not affected either the Government's, nor NMIW's, obligations under the contract, nor has it shifted any liability or risk of loss regarding the designs or specifications. The assumption merely states the same basic assumption that all bidders would have to make: accurate statements, current data, complete and unambiguous Government-furnished information.

NMIW's assumption does not impose any condition that would serve to modify the terms of the Invitation for Bids. NMIW's assumption does not render its bid non-responsive.

II. GOVERNMENT-FURNISHED MATERIAL

NMIW'S ASSUMPTION CONCERNING THE DELIVERY OF GOVERNMENT-FURNISHED MATERIAL IS TOTALLY CONSISTENT WITH THE SOLICITATION, AND IN NO MANNER CONDITIONS OR MODIFIES THE TERMS OF THE SOLICITATION.

The Contracting Officer takes exception to NMIW's second introductory assumption, which states:

The Government-Furnished Material will be delivered to Northwest Marine Iron Works facilities at Swan Island in a timely manner and in the condition and quantities necessary for ship overhaul.

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Introduction, p. 2 (see Exhibit 1). The Government contrasts this assumption with Section H-7 of the Solicitation entitled Pick-Up of GFM by Contractor:

(a) Upon notification of job order award by the cognizant SUPSHIP PORTSMOUTH representative, the contractor will accept delivery of Government-Furnished Material cited in the Solicitation package at SUPSHIP LONG BEACH warehouse, Long Beach, California. The successful offeror is to telephone (213) 547-6458 to coordinate the pickup of Government-Furnished Material. Such Government-Furnished Material that is not available at the time of turnover will be forwarded to the Contractor's plant at Government expense.

Solicitation No. N62678-87-B-0203, Clause H-7, p. 15 of 56.

NMIW's assumption is totally consistent with the H-7 language. The Solicitation defines two categories of Government-Furnished Material: (1) material which is available at the time of "turnover"; and (2) that which the Navy will make available at a later date. For material available at turnover, the contractor is to arrange for pickup at the SUPSHIP warehouse in Long Beach, California. The contractor is to then have that material shipped to its repair yard. NMIW included \$40,000 in its bid for this pickup and shipment (see Exhibit 8). NMIW's assumption is merely that the Navy will facilitate this pickup in a timely manner. NMIW assumed that the turnover materials will be available at the Long Beach warehouse in the condition and quantities necessary for the overhaul. NMIW assumed that the Navy will have these materials organized so as to not delay NMIW's shipment of the same to Swan Island.

Under Clause H-7, all GFM required for the overhaul, but not available at turnover, is to be shipped by the Government, at the Government's expense, to the contractor's plant (in this case Swan Island). For these materials, NMIW assumed that the Government would not impede the overhaul by delaying delivery of "post-turnover" GFM. This assumption is clearly in accords with the FAR provisions incorporated into the Solicitation.

Page 31 of 56 of the Solicitation incorporates by reference FAR 52.217-7128 entitled Government Property. That section adopts the provisions of FAR 52.245-2, GOVERNMENT

PROPERTY (FIXED-PRICE CONTRACTS) (APR 1984), which states in pertinent part:

(a) Government-Furnished Property. (1)

The Government shall deliver to the Contractor, for use in connection with and under the terms of this contract, the Government-Furnished Property described in this Schedule or specifications together with any related data and information that the Contractor may request and is reasonably required for the intended use of the property (hereinafter referred to as "Government-Furnished Property").

(2) The delivery or performance dates for this contract are based upon the expectation that Government-Furnished Property suitable for use (except for property furnished "as-is") will be delivered to the Contractor at the times stated in the Schedule or, if not so stated, in sufficient time to enable the Contractor to meet the contract's delivery or performance dates.

(3) If Government-Furnished Property is received by the Contractor in a condition not suitable for the intended use, the Contractor shall, upon receipt of it, notify the Contracting Officer, detailing the facts, and, as directed by the Contracting Officer and at Government expense, either repair, modify, return, or otherwise dispose of the property. After completing the directed action and upon request of the Contractor, the Contracting Officer shall make an equitable adjustment as provided in Paragraph (h) of this clause.

(4) If Government-Furnished Property is not delivered to the Contractor by the required time, the Contracting Officer shall, upon the Contractor's timely written request, make a determination of the delay, if any, caused the Contractor and shall make an equitable adjustment in accordance with Paragraph (h) of this clause.

* * *

(h) Equitable Adjustment. When this clause specifies an equitable adjustment, it shall be made to any affected contract provision in accordance with the procedures of the Changes clause. When appropriate, the Contracting Officer may initiate an equitable adjustment in favor of the Government. The right to an equitable adjustment shall be the contractor's exclusive remedy. The Government shall not be liable to suit for breach of contract for -

(1) Any delay in delivery of Government-Furnished Property;

(2) Delivery of Government-Furnished Property in a condition not suitable for its intended use;

(3) A decrease in or substitution of Government-Furnished Property; or

(4) Failure to repair or replace Government property for which the Government is responsible.

* * *

FAR 52.245-2 GOVERNMENT PROPERTY (FIXED-PRICE CONTRACTS) (APR 1984) (Emphasis added).

Under the 52.245-2 provisions, NMIW is clearly entitled to an equitable adjustment (beyond the bid, or contract, amount) for any delay resulting from the Government's failure to furnish the required GFM "in a timely manner and in the condition and quantities necessary for [the] ship overhaul". NMIW would be entitled to such an equitable adjustment regardless of whether the Navy delayed NMIW's pickup of the "turnover" material, or whether it delayed its subsequent delivery of "post-turnover" requirements. NMIW's "assumption" is only that the Navy will comply with its contractual obligations, including the obligation to compensate NMIW (beyond the amount of the bid) for Government-caused delays in the delivery of GFM. In light of the 52.245-2 provisions, NMIW's second assumption is completely in accord with the terms and conditions of the Solicitation.

NMIW's position is well supported by both case law and the decisions of the various Boards of Contract Appeals. The General Services Board of Contract Appeals found a contractor

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entitled to an Equitable Adjustment, under various provisions of the Government's Standard Form 23A (1964 edition), where the Government's delay in providing Government-furnished lamps forced an electrical subcontractor to incur added installation costs. See Appeal of NAB Construction Corp., GSBKA 2863, 72-2 BCA para. 9496 (1972), where the Board said in pertinent part:

Lamps to be installed in the fixtures were to be furnished by the Government. . . . On August 15, when the lamps finally arrived, the subcontractor was obliged to re-erect its scaffolding in order to install the lamps. We find this to be a changed sequence in the work and a constructive change of the contract. Appellant [contractor] is entitled to equitable adjustment for the electrical subcontractor's additional work in having to install these lamps as a separate task rather than concurrently with the installation of the fixtures into which they were placed.

Id. at 44,239.

The ASBCA reached the same conclusion under the then existing Government-Furnished Property clause (ASPR 13-702), in the Appeal of International Aircraft Services, Inc., ASBCA 8389, 65-2 BCA para. 4793 (1965):

Appellant is entitled to an equitable adjustment in price for the increased costs of performance reasonably incurred as a result of the Government-furnished kits not being delivered to the contractor at the proper time in a condition suitable for their intended use. The Court of Claims has defined the term "suitable for use" in the Standard Department of Defense Government-Furnished Property clause as comprehending more than that the physical requirements are capable of being met and the end result capable of being produced through the use of the Government-Furnished Property and as meaning that the Government-Furnished Property is suitable from a production standpoint for the type of performance contemplated by the contract, "taking into consideration the background of price and delivery schedules". [Citation omitted]. Suitability must be determined in the context of the contract as a whole, and in

order for the Government property to meet the suitability test it must be suitable for use for the type of performance contemplated by the contract.

Id. at 22,758; citing Topkis Bros. Co. v. United States, 297 F.2d 536 (1961).

International Aircraft was affirmed by the Armed Services Board of Contract Appeals in its recent disposition of the Appeals of Oxwell, Inc., ASBCA 27523 and 27524, 86-2 BCA para. 18,967 (1986). There, the contractor sought an equitable adjustment for additional costs resulting from the Government's failure to timely deliver Government-furnished aircraft maintenance parts:

Oxwell's claim is not overly complicated. It contends that Government delayed performance of turbopump overhauls by failure to adequately and timely supply needed parts; that although Government assigned extra tasks to fill the time voids created by the lack of parts and paid for such extra tasks, the delays, nevertheless, slowed down Oxwells' production and efficiency such as to greatly increase the labor hours consumed in each overhaul as compared with the hours that would have been consumed had the parts been available.

Government replies to Oxwell's arguments by claiming that Oxwell failed to give proper notice to the administrative contracting officer; that Oxwell failed to prove parts shortages occurred; that even if parts shortages occurred, Oxwell failed to prove that the shortages affected production; and that Oxwell's calculations of losses are a total cost method of recovery which should not be allowed.

We find no merit in Government's arguments and readily find that Oxwell is entitled to an equitable adjustment in the contract prices of the two contracts under the facts proven in these appeals.

Where no specific time for delivery of GFP is specified in the contract, Government is under

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a duty to delivery the GFP in sufficient time for it to be installed in the ordinary and economical course of performance.

Id. at 95,776 (Emphasis added); citing Kiewit Sons Co. v. United States, 151 F.Supp. 726 (Ct. Cl. 1957); Thompson v. United States, 124 F.Supp. 645 (Ct. Cl. 1954). Additionally, the ASBCA noted:

In addition when Government agrees to furnish parts for the contractor to use in accordance with Government's rigid and precise specifications, Government is under a duty to furnish the parts not only in a timely manner but in a complete and proper manner so as to permit the contractor to perform completely and efficiently.

Id. (Emphasis added); citing Appeal of Sumergrade & Sons, Inc., ASBCA 11916, 68-2 BCA para. 7,221 (1968); Appeal of International Aircraft Services, Inc., ASBCA 8389, 65-1 BCA para. 4,793 (1965).

NMIW's introductory assumption that the Navy would not impeded NMIW's access to both "turnover" and "post-turnover" GFM is completely consistent with the express and incorporated terms of the Solicitation; as well as the Board decisions and holdings of the Court of Claims set forth above.

III. PROPRIETARY LANGUAGE LIMITATION

THE PROPRIETARY RIGHTS CLAUSE CONTAINED IN NMIW'S OFFERING DOCUMENT REFERRED ONLY TO THE UNSOLICITED INTRODUCTORY MATERIAL, DID NOT PREVENT DISCLOSURE OF THE BID PRICE, AND DID NOT RENDER NMIW'S BID NON-RESPONSIVE.

The Contracting Officer has determined that the proprietary rights language preceding NMIW's offer prevented public disclosure of the offer's material terms and thus determined the offer to be non-responsive. NMIW's offer, however, is responsive. The proprietary provision referred only to the unsolicited introductory information which preceded the offer, explained the bidder's capacity to perform the project, and described the methodology by which the bidder calculated its total price. The descriptive information, to which the proprietary restriction applied exclusively, was not required by the Government in order to evaluate NMIW's offer. Therefore,

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inclusion of the limited proprietary language did not restrict the public opening nor the evaluation of NMIW's bid.

The Solicitation did not require the bidder to include the cover letter, index, or introduction, provided by NMIW. It only required the bidders to submit Standard Forms 1411 and 33, along with certain Government-supplied forms contained within the Solicitation document (entitled "Section B-Supplies/Services and Prices, Section G (G1-G4) Contract Administration A Data, Section H-20 Milestones, H-21 Tug and Pilot Services, H-22 Drydock Certification, and Section K Representations Certifications and Other Statements of Offerors"). NMIW provided each document required by the Solicitation, and the Contracting Officer takes no exception to that material. The introductory material, questioned by the Contracting Officer, was not in any way required by the Solicitation.

Analysis of the plain meaning of the proprietary language, the location of the proprietary rights provision within the introductory material--preceding the required forms, and other indicia of the bidder's actual intent leads to the conclusion that the only reasonable interpretation of NMIW's bid is to read the proprietary rights language as relating only to the unsolicited introductory material.

The proprietary language contained in NMIW's introductory material states:

This data, furnished in connection with Requests for Proposal No. N62678-87-B-0203, shall not be disclosed outside the Government and shall not be duplicated, used, or disclosed in whole or in part for any purpose other than to evaluate the proposal; provided, that if a contract is awarded to this offer [sic] as a result of or in connection with the submission of this data, the Government shall have the right to duplicate, use, or disclose. This restriction does not limit the Government's right to use information contained in all sections of the Northwest Marine Iron Works' Proposal.

(See Exhibit 1).

The most reasonable way to read this language is to apply the restriction only to "data" furnished "in connection

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with" NMIW's offer. That reading is most consistent with the plain meaning of the words "data" and "in connection with".

Data is defined in Webster's New World Dictionary (Second Concise Edition, 1975) as "things known or assumed; facts or figures from which conclusions can be inferred; information." The phrase "in connection with" is defined in the same source (under the definition of connection at p. 160) as "1) together with, 2) with reference to." Reading the definitions together establishes a clear separation between the Solicitation and the data furnished with reference to it. Because the Solicitation did not require that any "data" be submitted (other than that required on the Solicitation forms) the only "data" furnished in connection with NMIW's proposal was the introductory information which contained the assumptions or information upon which NMIW based its bid. Thus, the plain meaning of the proprietary language manifests the fact that it applies only to the introductory material.

The plain language of the proprietary provisions contains another indicator of NMIW's intent. The language states that the data furnished in connection with NMIW's "proposal" is not to be disclosed. It does not say that NMIW's "bid" is not to be disclosed. NMIW obtains most of its Government contracts by Request for Proposals (RFP) which typically include the proprietary language provision. The ship building and repair industry occasionally uses the terms "proposal" and "bid" interchangeably, as do other industries that contract with the Government. Assuming that the terms are interchangeable, NMIW could not restrict any use of the information solely by placing the questioned clause in the introductory material. More is required.

The Comptroller General has previously stated that vendors in the automated data processing community used the terms "proposal" and "bid" interchangeably, with the result being that proprietary language similar to that contained in NMIW's bid document required rejection of a "bid" despite the offeror's argument that the language's reference to a "Proposal" rendered it inapplicable to a bid. See Automated Business Systems and Services, Inc., Comptroller General Slip Opinion No. B-207380 (June 30, 1982)

NMIW's proprietary provision also refers only to data furnished in connection with its "proposal". NMIW, however, does not assert that its proprietary rights provision is inapplicable because it refers to a proposal, and not a bid. Rather, NMIW asserts that the reference is indicative of its intent to limit

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the proprietary language's application to only the unsolicited introductory material.

If the words "bid" and "proposal" are construed to be interchangeable, it follows that the procedure for restricting disclosure of information contained in a proposal would also be required to restrict disclosure of information contained in a bid--if the bidder intended the proprietary language to apply to the bid's material terms.

Federal Acquisition Regulation 52.215-12 prescribes the procedures for restricting disclosure of the data in RFP's. It requires that offerors insert a proprietary language clause on the title page and mark each sheet of data it wishes to restrict. NMIW did not mark "confidential" on any of the Solicitation's required pages, as it would have had to do had it intended to restrict disclosure of any information (other than the unsolicited introductory material).

Another indicator of NMIW's intent is the physical location of the proprietary provision within the bid document (See Exhibit 1). The proprietary language provision immediately follows the cover letter and precedes the unsolicited index and introductory material. Those materials are physically separated, by blue divider paper, from the standard forms required by the Solicitation. The fact that the proprietary provision is physically separate from the Solicitation's required forms, and the fact that none of the required forms are stamped or marked "confidential", clearly indicates NMIW's intent that the proprietary provision apply only to the unsolicited introductory material (furnished in connection with the Solicitation).

NMIW's use of proprietary language to restrict only the unsolicited introductory information is factually distinct from those Comptroller General Decisions which have rejected bids containing proprietary language. The Comptroller General has found bids to be non-responsive when the proprietary language restricts the disclosure of an essential element of the bid (relating to the price, quantity, quality, or delivery terms). However, a review of relevant Comptroller General Decisions reveals that NMIW's offer is factually distinct, and that no decision has required rejection of a bid when the proprietary language referred only to unsolicited introductory material.

In VACAR's Battery Manufacturing Co., Inc., Comptroller General Decision No. B-223244.2 (June 30, 1986), the Comptroller General upheld the procuring agency's rejection of a bid containing a statement signed by the president of a company which read in relevant part, "This completed bid package is

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confidential. The viewing of this package is restricted to officials of the Defense Logistics Agency." The proprietary language in VACAR clearly referred to the entire or "completed" bid package. NMIW's proprietary provision did not contain any reference to the "completed" bid.

The Comptroller General denied a protest in Prime Computer, Inc., Comptroller General Decision NO. B-204848 (January 7, 1982) when the protester's bid restricted disclosure of its price term. NMIW did not restrict its price term nor did its proprietary language provision refer to price. It is reasonably clear from the face of NMIW's bid that the proprietary language referred only to the introductory materials.

In Northern Telecom, Inc., Comptroller General Decision No. B-209412, a bid was rejected because its cover letter stated, "All information [emphasis added] contained in our response is to be considered proprietary . . ." and each page of the bid was stamped "Proprietary Information". Similarly, in IFR, Inc., Comptroller General Decision No. B-203391.4 (April 1, 1982), the rejected bidder submitted a cover letter and a title page containing proprietary rights language with explicitly restricted the disclosure of "each page of . . ." the sections required by the bid document. On section specifically affected by the proprietary language was the bidder's price term.

The Comptroller General's Decision in Alamogordo, No. B-204742 (December 21, 1981) is also factually distinct in that the objectionable proprietary language specifically referred to the bidder's enclosed "completed Solicitation . . ." and stated that the information contained in "this document" is proprietary. The proprietary language contained in NMIW's bid document clearly refers only to the introductory data. Not one page of the required bid document was stamped or marked "proprietary", nor did NMIW's proprietary provision refer in any way, to the sections required by the Solicitation.

The purpose and effect of NMIW's proprietary provision are similar to the restrictive language analyzed by the Comptroller General in Ace-Federal Reporter's, Inc., 54 Comp. Gen. 340 (November 6, 1974). In that case, the low bidder submitted, as required by the Solicitation, an information sheet outlining its business background and experience (including a list marked "Confidential" which contained the names and addresses of the bidder's representatives who would be performing various services). That list was not disclosed at bid opening. The second lowest bidder protested arguing, in part, that the lower bidder's demand for confidentiality impeded a public

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opening and full disclosure of its bid. The Comptroller General denied the protest stating:

The information was required by the solicitation and did not relate to the obligation of the bidder to perform the contract with respect to price, quantity and delivery, but rather dealt with the capacity or ability of the bidder to perform. The question of a bidder's ability to perform a proposed contract, as opposed to his compliance with the material terms and conditions of an invitation for bids, is a question of responsibility rather than of responsiveness In view of the fact that the information required to be furnished in the instant procurement dealt solely with the bidder's responsibility, and since the applicable regulation prohibits its disclosure, the restriction of confidentiality imposed on the disclosure of that information by Hoover did not require rejection of its bid as non-responsive and did not undermine the integrity of the competitive bidding system.

The unsolicited introductory material contained in NMIW's bid also related to matters of its responsibility. The material described the employees who would be performing vital functions, and it outlined some factors which the company analyzed in compiling its fixed sum bid. In Ace-Federal, the Comptroller General found the bid responsive even when proprietary language restricted disclosure of required information regarding the bidder's responsibility. NMIW's bid should not be rejected because it restricts disclosure of information regarding its responsibility--information not required by the IFB.

For the reasons discussed above, it is reasonably clear on the face of NMIW's bid that the proprietary language restricted only the unsolicited introductory information. Therefore, disclosure of the bid's material terms was not restricted. The bid was responsive to the Solicitation and NMIW was bound, unequivocally, to the terms of the Solicitation.

CONCLUSION

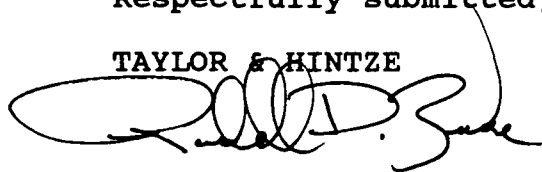
The foregoing legal and factual grounds support a determination that NMIW's bid is responsive, and that NMIW is

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entitled to the award of the regularly-scheduled overhaul of the U.S.S. Anchorage, Solicitation/Contract No. N62678-87-B-0203. NMIW respectfully requests that the Contracting Officer set aside his earlier determination of non-responsiveness, declare NMIW's bid to be responsive, and award NMIW the subject contract, pursuant to the Armed Services Procurement Statutes and Regulations.

Respectfully submitted,

TAYLOR & HINTZE

A handwritten signature in black ink, appearing to read "Randall D. Zuke", is written over the printed name and firm name.

RANDALL D. ZUKE
Attorneys for Northwest
Marine Iron Works

RDZ:jmr



**NORTHWEST
MARINE
IRON WORKS**

PORTLAND, OREGON

PRICE PROPOSAL

FOR THE
REGULAR OVERHAUL
OF

**USS ANCHORAGE (LSD-36)
SSP #041-88**

SOLICITATION NO. N62678-87-B-0203
DATED 10 JULY 1987

EXHIBIT No. 0001



NORTHWEST MARINE IRON WORKS

MAILING ADDRESS: P.O. BOX 3109
PORTLAND, OR 97208
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217
PHONE: (503) 285-7557
TWX: 910-464-6107 NORMARINE PTL

18 September 1987

Supervisor of Shipbuilding
Conversion and Repair, USN
Building 15 NNSY
Code 410 - Dianne Robinson
Portsmouth, Virginia 23705-0215

Dear Sir:

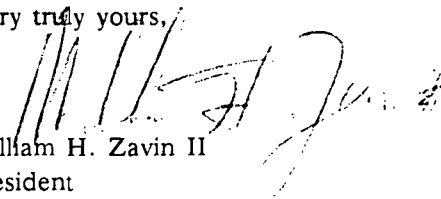
On behalf of our superb Northwest Marine Iron Works team, I am pleased to present our proposal for the regular overhaul of the USS ANCHORAGE (LSD-36). I have thoroughly reviewed this proposal and am confident that it represents the best approach for accomplishing the specified work scope.

We have a long history of successfully accomplishing complex and difficult new construction, alteration and repair projects. We have consistently redelivered combatants to the Government well ahead of schedule with highest quality. Based on our history and the excellent outcome of the USS DULUTH (LPD-6) project, I am confident of our ability to accomplish this large modernization project in a like manner. The USS ANCHORAGE (LSD-36) overhaul meshes extremely well with our plans and project work schedule. We have the facilities, personnel, and management tools in excess of that which is required for this project. We have in place, the latest automated project tracking and management systems which are required for this project. Our system will produce all reports necessary to keep SupShip and the Commanding Officer fully abreast of cost and schedule status.

The team of people who developed this comprehensive proposal is the same team who will manage the overhaul. This team recently performed in a superior manner on the overhaul of the the USS DULUTH (LPD-6). Our approach to proposal generation has achieved the total commitment to the proposal by all of our key management and production personnel. This practice assures me that this project will be completed on time with superior quality.

Based on our many years of experience in performing similar work, we are convinced that this proposal offers the best, logical, systematic and realistic approach for the successful conduct of the project at the lowest reasonable price. Our cost estimate reflects this proven history and approach. I will personally monitor this project to assure that our commitment to excellence is maintained, that the resources of the company are mobilized in the most efficient and effective manner, and that our performance of this contract reflects our goal of providing a quality overhaul at the lowest cost to the Government. Cost effectiveness is of paramount importance to all of us. I will exercise all the powers of my office to ensure these goals are achieved with the lowest possible risk presented to the Government.

Very truly yours,



William H. Zavin II
President

PROPRIETARY RIGHTS

This data, furnished in connection with Request for Proposal No. N62678-87-B-0203, shall not be disclosed outside the Government and shall not be duplicated, used, or disclosed in whole or in part for any purpose other than to evaluate the proposal; **provided**, that if a contract is awarded to this offer as a result of or in connection with the submission of this data, the Government shall have the right to duplicate, use, or disclose. This restriction does not limit the Government's right to use information contained in all sections of the Northwest Marine Iron Works proposal.

CONTRACT PRICING PROPOSAL

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USS ANCHORAGE (LSD-36)

CONTRACT PRICE PROPOSAL SOLICITATION NO. N62678-87-B-0203

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INTRODUCTION

INTRODUCTION

The following information and assumptions form the basis for the estimated cost reflected in the enclosed Cost Proposal for USS ANCHORAGE (LSD-36).

A. INFORMATION

1. PLACE OF PERFORMANCE

The contract will be performed at the Swan Island facilities of Northwest Marine Iron Works. These facilities are located at:

Northwest Marine Iron Works
5555 N. Channel Avenue
Portland, Oregon 97217
Phone: (503) 285-7557

2. GOVERNMENT AUDITORS

Audit of Northwest Marine Iron Works is performed by:

Defense Contract Audit Agency
620 S.W. Main Street, Room 206
Portland, Oregon 97205
Phone: (503) 221-2800

3. CONTRACT ADMINISTRATION

Contracting Officer:

Supervisor of Shipbuilding,
Conversion and Repair, USN
P.O. Box 215
Portsmouth, Virginia 23705-0215

4. PERIOD OF OFFER

This offer is valid for one hundred twenty (120) days from date of this offer.

5. CONTRACT TYPE

Contract to be awarded will be a Firm Fixed Price Contract or as negotiated with the Government.

6. PERIOD OF CONTRACT PERFORMANCE

The period of contract performance is to be from date of award to completion of production as set forth by the terms of the awarding contract.

Fax To Jim Biele
202 965 1729

INTRODUCTION - Page 2

B. ASSUMPTIONS

The following assumptions have been used in estimating and formulating cost:

1. COST REALISM

Our price and technical proposals have been formulated in such a manner to ensure that they are both reasonable and realistic. We have carefully examined the cost returns obtained from our recent Navy ship overhauls. These cost returns, based on current experience and appropriately adjusted for our learning curve, are incorporated in the data base of our estimates for this solicitation. The prices in this proposal also incorporate the cost returns and knowledge gained from other current contracts in hand.

2. GOVERNMENT FURNISHED MATERIAL

The Government Furnished Material will be delivered to the Northwest Marine Iron Works facilities at Swan Island in a timely manner and in the condition and quantities necessary for ship overhaul.

3. DESIGNS, DRAWINGS AND SPECIFICATIONS

The drawings, designs and specifications which have been and are to be provided to NMIW are accurate, current, complete and not ambiguous.

4. SHIP'S AVAILABILITY

The ship will be available for production as set forth by the terms of the awarding contract.

C. RESPONSIBLE NMIW PERSONNEL

1. CONTRACT NEGOTIATIONS

Contract negotiations on behalf of NMIW will be performed by:

Bob Gavin (503) 285-7557

2. ACCOUNTING

The accounting for costs on subject contract will be performed by Ted Sharp (503) 285-7557.

STANDARD FORMS 1411 and 33

CONTRACT PRICING PROPOSAL COVER SHEET

1. SOLICITATION/CONTRACT/MODIFICATION NO. N62678-87-B-0203

FORM APPROVED OMB NO. 3090-0116

NOTE: This form is used in contract actions if submission of cost or pricing data is required. (See FAR 15.804-6(b)).

2. NAME AND ADDRESS OF OFFEROR (Include ZIP Code)

Northwest Marine Iron Works
5555 N. Channel Avenue
Portland, Oregon 97217

3A. NAME AND TITLE OF OFFEROR'S POINT OF CONTACT

R.L. Gavin
Mgr. of Engr. and Est.

3B. TELEPHONE NO.

503/285-7557

4. TYPE OF CONTRACT ACTION (Check)

☒ A. NEW CONTRACT ☐ D. LETTER CONTRACT
☐ B. CHANGE ORDER ☐ E. UNPRICED ORDER
☐ C. PRICE REVISION/REDETERMINATION ☐ F. OTHER (Specify)

DUNS: 107970451

5. TYPE OF CONTRACT (Check)

☒ FFP ☐ CPFF ☐ CPFF ☐ CPAF
☐ FPI ☐ OTHER (Specify)

6. PROPOSED COST (A+B+C)

A. COST \$15,808,680 B. PROFIT/FEE \$ -0- C. TOTAL \$15,808,680

7. PLACE(S) AND PERIOD(S) OF PERFORMANCE

Portland Ship Repair Yard, Portland, Oregon
For the duration of the contract.

8. List and reference the identification, quantity and total price proposed for each contract line item. A line item cost breakdown supporting this record is required unless otherwise specified by the Contracting Office. (Continue on reverse, and then on plain paper, if necessary. Use same headings.)

A. LINE ITEM NO.	B. IDENTIFICATION	C. QUANTITY	D. TOTAL PRICE	E. REF.
	Prepare for and accomplish the regular overhaul of the USS Anchorage (LSD-36)	1 Ship Set	\$15,808,680**	
	**Includes Item 0001 plus Additional Government Requirements (\$1,440,000)			

9. PROVIDE NAME, ADDRESS AND TELEPHONE NUMBER FOR THE FOLLOWING (If available)

A. CONTRACT ADMINISTRATION OFFICE

Supervisor of Shipbuilding,
Conversion and Repair, USN
Portsmouth, Virginia 23705-0215

B. AUDIT OFFICE

D.C.A.A.
620 S.W. Main Street, Room 206
Portland, Oregon 97205

10. WILL YOU REQUIRE THE USE OF ANY GOVERNMENT PROPERTY IN THE PERFORMANCE OF THIS WORK? (If "Yes," identify)

☐ YES ☒ NO

11A. DO YOU REQUIRE GOVERNMENT CONTRACT FINANCING TO PERFORM THIS PROPOSED CONTRACT? (If "Yes," complete Item 11B)

☒ YES ☐ NO

11B. TYPE OF FINANCING (If one)

☐ ADVANCE PAYMENTS ☒ PROGRESS PAYMENTS
☐ GUARANTEED LOANS

12. HAVE YOU BEEN AWARDED ANY CONTRACTS OR SUBCONTRACTS FOR THE SAME OF SIMILAR ITEMS WITHIN THE PAST 3 YEARS? (If "Yes," identify item(s), customer(s) and contract number(s))

☒ YES ☐ NO

USS P F Foster N00024-85-H-8197
USS Duluth N00024-85-C-8506
& Others

13. IS THIS PROPOSAL CONSISTENT WITH YOUR ESTABLISHED ESTIMATING AND ACCOUNTING PRACTICES AND PROCEDURES AND FAR PART 31 COST PRINCIPLES? (If "No," explain)

☒ YES ☐ NO

14. COST ACCOUNTING STANDARDS BOARD (CASB) DATA (Public Law 91-375 as amended and FAR PART 30)

A. WILL THIS CONTRACT ACTION BE SUBJECT TO CASB REGULATIONS? (If "No," explain in proposal)

☐ YES ☒ NO Exempt due to small business status

B. HAVE YOU SUBMITTED A CASB DISCLOSURE STATEMENT (CASB DS 1 or 2)? (If "Yes," specify in proposal the office to which submitted and if determined to be adequate)

☐ YES ☒ NO

C. HAVE YOU BEEN NOTIFIED THAT YOU ARE OR MAY BE IN NON COMPLIANCE WITH YOUR DISCLOSURE STATEMENT OF COST ACCOUNTING STANDARDS? (If "Yes," explain in proposal)

☐ YES ☒ NO

D. IS ANY ASPECT OF THIS PROPOSAL INCONSISTENT WITH YOUR DISCLOSED PRACTICES OR APPLICABLE COST ACCOUNTING STANDARDS? (If "Yes," explain in proposal)

☐ YES ☒ NO

This proposal is submitted in response to the PFF contract, modification, etc. in item 1 and reflects our best estimates and/or actual costs as of this date:

15. NAME AND TITLE (Type)

William H. Zavlin II
President

16. NAME OF FIRM

Northwest Marine Iron Works

17. SIGNATURE



18. DATE OF SUBMISSION

18 Sept 87

SOLICITATION, OFFER AND AWARD		1. THIS CONTRACT IS A RATED ORDER UNDER DPAS (15 CFR 350)		RATING DO-A-3		PAGE OF 1 56 PAGES	
2. CONTRACT NO.		3. SOLICITATION NO. N02676-87-b-G200		4. TYPE OF SOLICITATION <input checked="" type="checkbox"/> SEALED BID (IFB) <input type="checkbox"/> NEGOTIATED (RFI)		5. DATE ISSUED 10 JUN 87	
7. ISSUED BY Supervisor of Shipbuilding, Conversion and Repair, USN P. O. Box 215 Portsmouth, Virginia 23705-0215		8. ADDRESS OFFER TO (If other than Item 7)		6. REQUISITION/PURCHASE NAVSEA NOT 4710			

NOTE: In sealed bid solicitations "offer" and "offeror" mean "bid" and "bidder".

SOLICITATION

9. Sealed offers in original and 1 copies for furnishing the supplies or services in the Schedule will be received at the place specified in Item 8, or if handcarried, in the depository located in: SEE ITEM NO. 7 until 2:00PM local time 27 AUGUST 1987
(Hour) (Date)

CAUTION - LATE Submissions, Modifications, and Withdrawals: See Section L, Provision No. 52.214-7 or 52.215-10. All offers are subject to all terms and conditions contained in this solicitation.

10. FOR INFORMATION CALL: **A. NAME**
S. T. WINDER, CODE 410
B. TELEPHONE NO. (Include area code) (NO COLLECT CALLS)
(804) 396-7664

11. TABLE OF CONTENTS

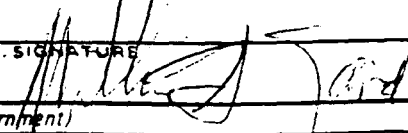
(N)	SEC	DESCRIPTION	PAGE(S)	(N)	SEC	DESCRIPTION	PAGE(S)
PART I - THE SCHEDULE				PART II - CONTRACT CLAUSES			
X	A	SOLICITATION/CONTRACT FORM		X	I	CONTRACT CLAUSES	
X	E	SUPPLIES OR SERVICES AND PRICES/COSTS		PART III - LIST OF DOCUMENTS, EXHIBITS AND OTHER ATTACH.			
X	C	DESCRIPTION/SPECS/WORK STATEMENT		X	J	LIST OF ATTACHMENTS	
X	D	PACKAGING AND MARKING		PART IV - REPRESENTATIONS AND INSTRUCTIONS			
X	E	INSPECTION AND ACCEPTANCE		X	K	REPRESENTATIONS, CERTIFICATIONS AND OTHER STATEMENTS OF OFFERORS	
X	F	DELIVERIES OR PERFORMANCE		X	L	INSTRS, CONDS, AND NOTICES TO OFFERORS	
X	G	CONTRACT ADMINISTRATION DATA		X	M	EVALUATION FACTORS FOR AWARD	
X	H	SPECIAL CONTRACT REQUIREMENTS					

OFFER (Must be fully completed by offeror)

NOTE: Item 12 does not apply if the solicitation includes the provisions at 52.214-16, Minimum Bid Acceptance Period.

12. In compliance with the above, the undersigned agrees if this offer is accepted within 90 calendar days (60 calendar days unless a different period is inserted by the offeror) from the date for receipt of offers specified above, to furnish any or all items upon which prices are offered at the price set opposite each item, delivered at the designated point(s), within the time specified in the schedule.

13. DISCOUNT FOR PROMPT PAYMENT (See Section J, Clause No. 52.232-6)	10 CALENDAR DAYS	20 CALENDAR DAYS	30 CALENDAR DAYS	CALENDAR DAYS
	%	%	%	%
14. ACKNOWLEDGMENT OF AMENDMENTS (The offeror acknowledges receipt of amendments to the SOLICITATION for offerors and related documents numbered and dated:)				
	AMENDMENT NO.	DATE	AMENDMENT NO.	DATE
	001	8-20-87	003	9-10-87
	002	8-27-87	004	9-17-87
			005	9-17-87

15A. NAME AND ADDRESS OF OFFEROR Northwest Marine Iron Works 5555 N. Channel Avenue Portland, Oregon 97217		16. NAME AND TITLE OF PERSON AUTHORIZED TO SIGN OFFER (Type or print) William H. Zavon II President	
15B. TELEPHONE NO. (Include area code) 503/285-7557	15C. CHECK IF REMITTANCE ADDRESS IS DIFFERENT FROM ABOVE. ENTER SUCH ADDRESS IN SCHEDULE <input type="checkbox"/>	17. SIGNATURE 	18. OFFER DATE 18 Sept 87

AWARD (To be completed by Government)

19. ACCEPTED AS TO ITEMS NUMBERED	20. AMOUNT	21. ACCOUNTING AND APPROPRIATION
22. AUTHORITY FOR USING OTHER THAN FULL AND OPEN COMPETITION: <input type="checkbox"/> 10 USC 2304(c) <input type="checkbox"/> 4 USC 253(c)		23. SUBMIT INVOICES TO ADDRESS SHOWN IN ITEM (4 copies unless otherwise specified)
24. ADMINISTERED BY (If other than Item 7)	25. PAYMENT WILL BE MADE BY	26. NAME OF CONTRACTING OFFICER (Type or print)
		27. UNITED STATES OF AMERICA (Signature of Contracting Officer)
		28. AWARD DATE

IMPORTANT - Award will be made on this Form, or on Standard Form 26, or by other authorized official written notice.

SECTION B SUPPLIES/SERVICES AND PRICES

SECTION G-3 PAYMENT ADDRESS

**SECTION G-4 MSR AGREEMENT/AGREEMENT FOR BOAT REPAIR
NUMBER**

SECTION H-20 MILESTONES

**SECTION K REPRESENTATIONS, CERTIFICATIONS AND OTHER
STATEMENTS OF OFFERORS**

ADVERTISED (IFB)

SECTION B - SUPPLIES/SERVICES AND PRICES

<u>Item</u>	<u>Description</u>	<u>Price</u>
0001	Prepare for and accomplish the Regular Overhaul (POH) of the USS ANCHORAGE (LSD-36)	<u>\$14,368,680</u>
0001AA	Repairs D & F Alts (TYCOM)	<u>\$11,301,236</u>
0001AB	"K" Alts (NAVSEA)	<u>\$ 2,936,540</u>
0001AC	Messing and Berthing	<u>\$ 130,904</u>
0001AD	"ORD" Alts (NAVSEA)	<u>Deleted by Amend 0003</u>
0002	Data for Item 0001. See Contract Data Requirements List (CDRL), Exhibit A. Price for applicable data is to be included in the price for each SUB-CLIN.	NSP
0003	Provisioning technical Documentation (PTD) for Item 0001. See CDRL, Exhibit B. Price for applicable data is to be included in the price for each SUB-CLIN.	NSP

CLIN TOTAL shall be equal to the sum of all SUB-CLIN Totals.

The following Work Item Specifications costs must be shared by NAVSEA and the TYCOM in proportion to the amount of work being accomplished for each SUB-CLIN. Prorated charges assigned to NAVSEA should be included in SUB-CLIN 0001AB. Prorated charges assigned to the TYCOM should be listed under SUB-CLIN 0001AA.

Prorated Items 041-10-001 Guarantee Engineer; Provide
043-10-001 Ship Departure Report; Provide

All other unique alterations, NAVSEA Standard Items, and Class Standard Items should be charged to SUB-CLIN 0001AA entitled D&F Alterations.

The Contractor shall indicate below the manhour reservation rate to be used in evaluation of the contractor's proposal and also to be used for negotiating changes as required by the clause entitled "Additional Government Requirements." This rate shall be the rate for pricing changes negotiated under the "Additional Government Requirements" clause up to the maximum manhours specified therein.

ADDITIONAL GOVERNMENT REQUIREMENTS MANHOURS RESERVATION
RATE \$20.00

Because an offeror's accounting system may include production support and other costs as either direct or indirect related charges, depending on the particular offeror, each offeror is required to show the composition of its proposed manhour reservation rate for the 72,000 manhour reservation for production hours of growth work, in accordance with its accounting system, as indicated below. The rate proposed, and costs included in its composition, shall be in accordance with the offeror's disclosure statement or accepted accounting system, as appropriate.

By definition, there are 8 hours in a manday. Therefore, 9,000 mandays equates to 72,000 manhours.

The Contractor's proposed hourly rate shall be a weighted average to cover the entire effort, all direct and indirect charges, burdened to include, but not limited to the following: overhead, general and administrative, quality control, supervision, support functions, facilities capital cost of money and profit, for both the prime contractor and subcontractors selected by the prime contractor. The proposed hourly rate will not be used to price work which may be directed to a subcontractor by name in the work specifications. Material costs shall not be included in the rate. The contractor is required to include in its proposed hourly rate any overtime premium, and delay and disruption dollar costs to accomplish these additional requirements as the contractor's business judgement dictates. Pay for personnel traveling to and from the job site shall be included in the contractor's proposed rate, if required.

MANHOUR RESERVATION RATE BREAKDOWN

<u>\$1,440,000</u> total dollars for reservation of <u>72,000</u> production manhours	=	<u>72,000</u> direct production m/h growth	x	<u>\$18.86</u> burdened rate for production m/h	+	<u>\$1.14</u> all additional charges for required support labor (whether direct, or indirect), not included in burdened rate
--	---	--	---	---	---	---

$$\text{Total dollars for reservation} + \frac{72,000}{(\text{m/h growth})} = \frac{\$20.00}{\text{m/h reservation rate}}$$

SECTION C - CONTRACT ADMINISTRATION DATA

C-1 CONTRACT ADMINISTRATION DATA

a. Work under this contract shall be under the cognizance of the Supervisor of Shipbuilding, Conversion and Repair, USN, designated at the time of contract award.

b. The Contract Administration Office is the designated Supervisor of Shipbuilding, Conversion and Repair, USN.

C-2 CONTRACT ADMINISTRATION/PURCHASING OFFICE REPRESENTATIVE

a. Contract Administration Office Representative

NAME:

TELEPHONE:

(Provided at Contract Award)

ADDRESS:

b. Purchasing Office Representative

NAME: PROCUREMENT OFFICE (Code 410)

TELEPHONE: (804) 396-7664 or 7768

ADDRESS: P. O. Box 215, Portsmouth, VA 23705-0215

C-3 PAYMENT ADDRESS

Offerors shall indicate below the address to which payment should be mailed.

Northwest Marine Iron Works5555 N. Channel AvenuePortland, Oregon 97217C-4 MSR AGREEMENT/AGREEMENT FOR BOAT REPAIR NUMBER:

Offerors shall indicate below the number of their MSR AGREEMENT/AGREEMENT for BOAT REPAIR, if currently held.

a. MSR AGREEMENT NO. N00024-85-H-8197b. AGREEMENT FOR BOAT REPAIR NO. N00024-85-H-8697

(b) In addition to the foregoing precautions, the Contractor shall provide such additional safeguards as may be required or approved by the Contracting Officer for the protection of its plant and the work in process under this contract against espionage, sabotage, and enemy action. The cost to the Contractor of all safeguards so required or approved shall, to the extent allocable to this contract, be reimbursed to the Contractor in the

same manner as if the Contractor had furnished such safeguards pursuant to a change order issued under the clause of this contract entitled "CHANGES". Such cost shall not include any allowance or account of overhead expense, except shop overhead charges incident to the construction or installation of such devices or equipment.

(c) Upon payment by the Government of the cost to the Contractor of any device or equipment required or approved under paragraph (b) of this clause, title thereto shall vest in the Government, and the Contractor shall comply with the instructions of the Department respecting the identification and disposition thereof. No part or item of any such devices or equipment shall be or become a fixture by reason of affixation to any realty not owned by the Government.

H-20 MILESTONES

(a) The Contractor shall submit with his offer dates for the successful accomplishment of the following major milestones for each ship:

<u>Milestone Event</u>	<u>Date</u>
Availability Start Date (Not Later Than A + 0)	<u>18 Jan 88</u>
Crew Move Ashore (Not Later Than A + 7)	<u>25 Jan 88</u>
Start of Gas Freeing (Not Later Than A + 0)	<u>18 Jan 88</u>
Completion of Initial Gas Freeing (Not Later Than A + 18)	<u>05 Feb 88</u>
Complete Combat System Removals (Including Cables and Foundations) (Not Later Than A + 32)	<u>19 Feb 88</u>
Complete Boiler SOI (Not Later Than A + 30)	<u>17 Feb 88</u>
Docking (Not Later Than A + 53)	<u>12 Feb 88</u>
Undocking (Not Later Than C - 130)	<u>08 Feb 88</u>

Start Contractor's Engine Room Inspection (CERI) (Not Later Than SPATO - 30)	<u>03 May 88</u>
Completion of Boiler Work (Not Later Than SPATO - 1)	<u>01 Jun 88</u>
Make available all support services temporary or ship's installed systems for stage 3 testing accomplishing Combat Systems grooving (Not Later Than CBSTP - 1)	<u>10 May 88</u>
Complete Combat System Repairs/Installations (Not Later Than C - 9)	<u>17 May 88</u>
Completion of Work in Machinery Spaces (Machinery Space Turnover) (Not Later Than C - 75)	<u>02 Jun 88</u>
Completion of CHT Work (Not Later Than CREW MOVE ABOARD - 1)	<u>20 May 88</u>
Crew Move Aboard Ship (Not Later Than SPATO - 12)	<u>21 May 88</u>
Complete Combat System Equipment Level Operational Testing (Stage 3) (Not Later Than C - 49)	<u>28 Jun 88</u>
LOE (Not Later Than C - 60)	<u>17 Jun 88</u>
Complete Combat Intra-System Testing (Stage 4) (Not Later Than C - 35)	<u>12 Jul 88</u>
Complete Combat System Inter-System Testing (Stage 5) (Not Later Than C - 25)	<u>22 Jul 88</u>
Complete ships' installed systems (electrical power, dry air, water, airconditioning, etc., to support intergration and completion of Combat Systems Testing for Stage 4 (Not Later Than CBSTP - 1)	<u>03 May 88</u>
Dock Trials (Not Later Than C - 16)	<u>31 Jul 88</u>
Fast Cruise (Not Later Than C - 9)	<u>07 Aug 88</u>
Sea Trials (Not Later Than C - 7)	<u>09 Aug 88</u>
Complete Combat System Special Testing (Stage 6 and 7) (Not Later Than C - 7)	<u>09 Aug 88</u>

Completion of Combat Systems Integrated Test Programs (CSITP) with designated certifications (Not Later Than C - 7)	<u>09 Aug 88</u>
Availability Completion Date (Not Later Than C - 0)	<u>16 Aug 88</u>

SPATC = Complete Work in Machinery Spaces
CESTP = Combat System Test Program

(b) The Contractor shall successfully accomplish the major milestones prior to the dates listed above.

(c) If any milestone event is not accomplished by the date listed, and the failure to accomplish any such milestone event does not arise from a cause beyond the control and without the fault or negligence of the Contractor or a subcontractor, such failure may be deemed to constitute a failure to perform this contract in accordance with its terms within the meaning of subparagraph (a) (1) of the clause of this contract entitled "Default."

(d) The foregoing milestone event dates are based on the assumption that the Government will make award by 18 December 1987. Each milestone date set forth above will be extended by the number of calendar days after the above date that the job order is in fact awarded.

(e) Failure to provide milestone dates for the above events or providing dates later than those specified above (e.g. Not later than C - 7) may cause the offeror to be found non-responsive.

H-21 TUG AND PILOT SERVICES

Unless otherwise specified in the specifications the Contractor shall be required to provide necessary tugs and pilot services to move the ship from the fairway of the plant to the pier or dock, and upon completion of all work from the pier or dock, to the fairway of the plant.

H-22 DRYDOCK CERTIFICATION (Rev. 07/14/86)

When required by the drydocking specification item, the drydocking of this vessel shall be accomplished only in a drydock certified in accordance with MIL-STD-1625 A/E(SF). Offerors who do not have a suitable drydock certified by NAVSEA in accordance with MIL-STD-1625 A/E(SH) at the time of bid opening shall be determined non-responsible.

ADVERTISED (IFB)

PART IV REPRESENTATIONS AND INSTRUCTIONS

SECTION H - REPRESENTATIONS, CERTIFICATIONS AND OTHER STATEMENTS OF OFFERORS

1. 52.203-2 CERTIFICATE OF INDEPENDENT PRICE DETERMINATION

(a) The offeror certifies that--

(1) The prices in this offer have been arrived at independently, without, for the purpose of restricting competition, any consultation, communication, or agreement with any other offeror or competitor relating to (i) those prices, (ii) the intention to submit an offer, or (iii) the methods or factors used to calculate the prices offered;

(2) The prices in this offer have not been and will not be knowingly disclosed by the offeror, directly or indirectly, to any other offeror or competitor before bid opening (in the case of a formally advertised solicitation) or contract award (in the case of a negotiated solicitation) unless otherwise required by law; and

(3) No attempt has been made or will be made by the offeror to induce any other concern to submit or not to submit an offer for the purpose of restricting competition.

(b) Each signature on the offer is considered to be a certification by the signatory that the signatory--

(1) Is the person in the offeror's organization responsible for determining the prices being offered in this bid or proposal, and the signatory has not participated and will not participate in any action contrary to subparagraphs (a)(1) through (a)(3) above; or

(2)(i) Has been authorized, in writing, to act as agent for the following principals in certifying that those principals have not participated, and will not participate in any action contrary to subparagraph (a)(1) through (a)(3) above

William H. Zavin II
President

(insert full name of person(s) in the offeror's organization responsible for determining the prices offered in this bid or proposal, and the title of his or her position in the offeror's organization);

(ii) As an authorized agent, does certify that the principals named in subdivision (b)(2)(i) above have not participated, and will not participate, in any action contrary to subparagraphs (a)(1) through (a)(3) above; and

(iii) As an agent, has not personally participated, and will not participate, in any action contrary to subparagraphs (a)(1) through (a)(3) above.

(c) If the offeror deletes or modifies subparagraph (a)(2) above, the offeror must furnish with its offer a signed statement setting forth in detail the circumstances of the disclosure.

2. 52.203-4 CONTINGENT FEE REPRESENTATION AND AGREEMENT (APR 1984)

(a) Representation. The offeror represents that, except for full-time bona fide employees working solely for the offeror, the offeror--

(Note: The offeror must check the appropriate boxes. For interpretation of the representation, including the term "bona fide employee," see subpart 3.4 of the Federal Acquisition Regulation.)

(1) ☐ / has, ☒ / has not employed or retained any person or company to solicit or obtain this contract; and

(2) ☐ / has, ☒ / has not paid or agreed to pay to any person or company employed or retained to solicit or obtain this contract any commission percentage, brokerage or other fee contingent upon or resulting from the award of this contract.

(b) Agreement. The offeror agrees to provide information relating to the above Representation as requested by the Contracting Officer and, when subparagraph (a)(1) or (a)(2) is answered affirmatively, to promptly submit to the Contracting Officer--

(1) A completed Standard Form 119, Statement of Contingent or Other Fees, (SF 119); or

(2) A signed statement indicating that the SF 119 was previously submitted to the same contracting office, including the date and applicable solicitation or contract number, representing that the prior SF 119 applies to this offer or quotation.

3. 52.208-2 JEWEL BEARINGS AND RELATED ITEMS CERTIFICATE

(a) This is to certify that--

(1) Jewel bearings and/or related items, as defined in the Required Sources for Jewel Bearings and Related Items Clause, will be incorporated into one or more items/will not be incorporated into any item (delete one) covered by this offer;

(2) Any jewel bearings required (or an equal quantity of the same type, size and tolerances) will be ordered from the William Langer Plant, Rolla, North Dakota 58367, as provided in the Required Sources for Jewel Bearings and Related Items clause; and

(3) Any related items required (for an equal quantity of the same type, size and tolerances, will be acquired from domestic manufacturers, including the Plant, if the items can be obtained from those sources.

(b) Attached to this certificate are estimates of the quantity, type and size (including tolerances) of the jewel bearings and related items required, and identification of the components, subassemblies, or parts that require jewel bearings or related items.

Date of Execution September 18, 1987

Solicitation No. N62678-87-B-0203

Name William H. Zavin II

Title President

Firm Northwest Marine Iron Works

Address 5555 N. Channel Avenue
Portland, Oregon 97217

4. 52.214-2 TYPE OF BUSINESS ORGANIZATION -FORMAL ADVERTISING

The bidder, by checking the applicable box, represents that it operates as /xx/ a corporation incorporated under the laws of the State of Oregon, / an individual, / a partnership, / a nonprofit organization, or / a joint venture.

5. 52.214-8 PARENT COMPANY AND IDENTIFYING DATA

(a) A "parent" company, for the purpose of this provision is one that owns or controls the activities and basic business policies of the bidder. To own the bidding company means that the parent company must own more than 50 percent of the voting rights in that company. A company may control a bidder as a parent even though not meeting the requirement for such ownership if the parent company is able to formulate, determine, or veto basic policy decisions of the offeror through the use of dominant minority voting rights, use of proxy voting, or otherwise. (b) The bidder / is, XX / is not (check applicable box) owned or controlled by a parent company. (c) If the bidder checked "is" in paragraph (b) above, it shall provide the following information:

Name and Main Office Address
of Parent Company (Include
Zip Code)

Parent Company's Employer's
Identification Number

(c) If the bidder checked "is not" in paragraph (b) above, it shall insert its own Employer's Identification Number on the following line (b) (6) .

6. 52.214-14 PLACE OF PERFORMANCE - FORMAL ADVERTISING

(a) The bidder, in the performance of any contract resulting from this solicitation / intends, XX / does not intend (check applicable block) to use one or more plants or facilities located at a different address from the address of the bidder as indicated in this bid.

(b) If the bidder checks "intends" in paragraph (a) above, it shall insert in the spaces provided below the required information:

Place of Performance (Street
Address, City, County, State,
Zip Code)

Name and Address of Owner
and Operator of the Plant or
Facility if other than Bidder

7. 52.214-16 MINIMUM BID ACCEPTANCE PERIOD

- (a) "Acceptance period," as used in this provision, means the number of calendar days available to the Government for awarding a contract from the date specified in this solicitation for receipt of bids.
- (b) This provision supersedes any language pertaining to the acceptance period that may appear elsewhere in this solicitation.
- (c) The Government requires a minimum acceptance period of 90 calendar days.
- (d) In the space provided immediately below, bidders may specify a longer acceptance period than the Government's minimum requirement.

The Bidder allows the following acceptance period:

120 calendar days

- (e) A bid allowing less than the Government's minimum acceptance period will be rejected.
- (f) The bidder agrees to execute all that it has undertaken to do, in compliance with its bid, if that bid is accepted in writing within (1) the acceptance period stated in paragraph (c) above or (2) any longer acceptance period stated in paragraph (d) above.

8. 52.219-1 SMALL BUSINESS CONCERN REPRESENTATION

The offeror represents and certifies as part of its offer that it / XX/ is, / / is not a small business concern and that / / all, / XX/ not all supplies to be furnished will be manufactured or produced by a small business concern in the United States, its possessions, or Puerto Rico. "Small business concern," as used in this provision, means a concern, including its affiliates, that is independently owned and operated, not dominant in the field of operation in which it is bidding on Government Contracts, and qualified as a small business under the size standards in this solicitation.

9. 52.219-2 SMALL DISADVANTAGED BUSINESS CONCERN REPRESENTATION

- (a) Representation. The offeror represents that it / / is, / XX/ is not a small disadvantaged business concern.

(b) Definitions.

"Asian Indian American," as used in this provision, means a United States citizen whose origins are in India, Pakistan, or Bangladesh.

"Asian-Pacific American," as used in this provision, means a United States citizen whose origins are in Japan, China, the Philippines, Vietnam, Korea, Samoa, Guam, the U.S. Trust Territory of the Pacific Islands, the Northern Mariana Islands, Laos, Cambodia, or Taiwan.

"Native Americans," as used in this provision, means American Indians, Eskimos, Aleuts, and native Hawaiians.

"Small business concern," as used in this provision, means a concern, including its affiliates, that is independently owned and operated, not dominant in the field of operation in which it is bidding on Government Contracts, and qualified as a small business under the criteria and size standards in 13 CFR 121.

"Small disadvantaged business concern," as used in this provision, means a small business concern that (1) is at least 51 percent owned by one or more individuals who are both socially and economically disadvantaged, or a publicly owned business having at least 51 percent of its stock owned by one or more socially and economically disadvantaged individuals and (2) has its management and daily business controlled by one or more such individuals.

(c) Qualified groups. The offeror shall presume that socially and economically disadvantaged individuals include Black Americans, Hispanic Americans, Native Americans, Asian-Pacific Americans, Asian-Indian American, and other individuals found to be qualified by the SBA under 13 CFR 124.1.

10. 52.219-3 WOMEN-OWNED SMALL BUSINESS REPRESENTATION

(a) Representation. The offeror represents that it / is, / xx / is not a women-owned small business concern.

(b) Definitions.

"Small business concern," as used in this provision, means a concern, including its affiliates, that is independently owned and operated, not dominant in the field of operation in which it is bidding on Government Contracts, and qualified as a small business under the criteria and size standards in 13 CFR 121.

"Women-owned," as used in this provision, means a small business that is at least 51 percent owned by a woman or women who are U.S. citizens and who also control and operate the business.

11. 52.220-1 PREFERENCE FOR LABOR SURPLUS AREA CONCERNS

(a) This acquisition is not a set aside for labor surplus area (LSA) concerns. However, the offeror's status as such a concern may affect (1) entitlement to award in case of tie offers or (2) offer evaluation in accordance with the Buy American Act clause of this solicitation. In order to determine whether the offeror is entitled to a preference under (1) or (2) above, the offeror must identify, below, the LSA in which the costs to be incurred on account of manufacturing or production (by the offeror or the first-tier subcontractors) amount to more than 50 percent of the contract price.

(b) Failure to identify the locations as specified above will preclude consideration of the offeror as an LSA concern. If the offeror is awarded a contract as an LSA concern and would not have otherwise qualified for award, the offeror shall perform the contract or cause the contract to be performed in accordance with the obligations of an LSA concern.

12. 52.222-19 WALSH-HEALEY PUBLIC CONTRACTS ACT REPRESENTATION

The offeror represents as a part of this offer that the offeror is / or is not XX / a regular dealer in, or is / or is not XX / a manufacturer of, the supplies offered.

13. 52.222-21 CERTIFICATION OF NONSEGREGATED FACILITIES

(a) "Segregated facilities" as used in this provision, means any waiting rooms, work areas, rest rooms and wash rooms, restaurants and other eating areas, time clocks, locker rooms and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing facilities provided for employees that are segregated by explicit directive or are in fact segregated on the basis of race, color, religion or national origin, because of habit, local custom or otherwise.

(b) By the submission of this offer, the offeror certifies that it does not and will not maintain or provide for its

employees any segregated facilities at any of its establishments, and that it does not and will not permit its employees to perform their services at any location under its control where segregated facilities are maintained. The offeror agrees that a breach of this certification is a violation of the Equal Opportunity clause in the contract.

(c) The offeror further agrees that (except where it has obtained identical certifications from proposed subcontractors for specific time periods) it will--

(1) Obtain identical certifications from proposed subcontractors before the award of subcontracts under which the subcontractor will be subject to the Equal Opportunity clause;

(2) Retain the certifications in the files; and

(3) Forward the following notice to the proposed subcontractors (except if the proposed subcontractors have submitted identical certifications for specific time periods):

NOTICE TO PROSPECTIVE SUBCONTRACTORS OF REQUIREMENTS FOR
CERTIFICATIONS OF NONSEGREGATED FACILITIES.

A Certification of Nonsegregated Facilities must be submitted before the award of a subcontract under which the subcontractor will be subject to the Equal Opportunity clause. The certification may be submitted either for each subcontract or for all subcontracts during a period (i.e., quarterly, semiannually, or annually).

NOTE: The penalty for making false statements in offer is prescribed in 18 U.S.C. 1001.

14. 52.222-22 PREVIOUS CONTRACTS AND COMPLIANCE REPORTS

The offeror represents that--

(a) It /XX/ has, / has not participated in a previous contract or subcontract subject either to the Equal Opportunity clause of this solicitation, the clause originally contained in Section 310 of Executive Order No. 10925, or the clause contained in Section 201 of Executive Order No. 11114;

(b) It /XX/ has, / has not, filed all required compliance reports; and

(c) Representations indicating submission of required compliance reports, signed by proposed subcontractors, will be obtained before subcontract awards.

15. 52.222-25 AFFIRMATIVE ACTION COMPLIANCE

The offeror represents that (a) it / XX / has developed and has on file, / / has not developed and does not have on file, at each establishment, affirmative action programs required by the rules and regulations of the Secretary of Labor (41 CFR 60-1 and 60-2), or (b) it / / has not previously had contracts subject to the written affirmative action programs requirement of the rules and regulations of the Secretary of Labor.

16. 52.222-7003 ACCESS TO VESSELS BY NON-US CITIZENS (ACP CERTIFICATION)

(a) The bidder, in the performance of any contract/job order resulting from this solicitation / / intends, / XX / does not intend (check applicable block) to employ non-US citizens in the performance of work that requires access to naval vessels, work sites and adjacent areas when such vessels are under construction, conversion, overhaul or repair.

(b) If the bidder "intends" in paragraph (a) above, the bidder shall insert in the spaces provided below, the required information:

ACCESS CONTROL PLAN (ACP)

Approved ACP No. _____

If no approved ACP, indicated below, actions taken or anticipated relative to ACP submission to COMNAVSEA. (See NAVSEA Instruction 5500.3 dated 22 October 1985).

17. 52.223-1 CLEAN AIR AND WATER CERTIFICATION

The Offeror certifies that--

(a) Any facility to be used in the performance of this proposed contract is / /, is not / XX / listed on the Environmental Protection Agency List of Violating Facilities;

(b) The Offeror will immediately notify the Contracting Officer, before award, of the receipt of any communication from the Administrator, or a designee, of the Environmental Protection agency, indicating that any facility that the Offeror proposes to use for the performance of the contract is under consideration to be listed on the EPA List of Violating Facilities; and

(c) The Offeror will include a certification substantially the same as this certification, including this paragraph (c), in every nonexempt subcontract.

18. 52.223-4 RECOVERED MATERIAL CERTIFICATION

The offeror certifies, by signing this offer, that recovered materials, as defined in section 23.402 of the Federal Acquisition Regulation, will be used as required by the applicable specifications.

19. 52.225-7000 BUY AMERICAN - BALANCE OF PAYMENTS PROGRAM CERTIFICATE

(a) The offeror hereby certifies that each end product, except the end products listed below, is a domestic end product (as defined in the clause entitled "Buy American Act and Balance of Payments Program") and that components of unknown origin have been considered to have been mined, produced, or manufactured outside the United States or a qualifying country.

EXCLUDED END PRODUCTS

<u>Line Item No.</u>	<u>Country of Origin</u>
N/A	

(List as necessary)

(b) Offers will be evaluated by giving certain preferences to domestic end products and foreign qualifying country end products over foreign nonqualifying country end products. In order to obtain such preferences in the evaluation of each excluded end product listed in (a) above, it is necessary that offerors identify and certify below, those excluded end products identified above that are qualifying country end products or they will be deemed nonqualifying country end products. Offerors must certify by inserting the applicable line item numbers in the appropriate brackets:

- (i) The offeror certifies that the following supplies qualify as "participating country end products" as that term is defined in the clause entitled "Buy American Act and Balance of Payments Program." (_____)
Insert line item no.
- (ii) The offeror certifies that the following supplies qualify as "FMS/offset arrangement country end products" as that term is defined in the clause entitled "Buy American Act and Balance of Payments Program," if the Government makes the necessary waivers. (_____)
Insert line item no.
- (iii) The offeror certifies that the following supplies qualify as "defense cooperation country end products" as the term is defined in the clause entitled "Buy American Act and Balance of Payments Program." (_____)
Insert line item no.
- (iv) The offeror certifies that the following supplies qualify as "designated country end products" as that term is defined in the clause entitled "Buy American Act, Trade Agreements Act, and Balance of Payments Program". (_____)
Insert line item no.
- (c) Offers will be evaluated in accordance with the policies and procedure of FAR Part 25 and DOD FAR Supplement Part 25.

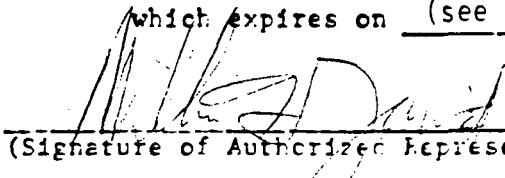
20. CERTIFICATION OF DEBARMENT/SUSPENSION STATUS

- (a) The Offeror certifies with its submission of this offer that it / / is, XX / is not (check one) suspended, debarred or ineligible from entering into contracts with the Executive Branch of the Federal Government, or in receipt of a notice of proposed debarment from another DOD Agency.
- (b) The Offeror shall provide immediate notice to the Contracting Officer in the event of being suspended, debarred or declared ineligible by any Department or other Federal Agency, or upon receipt of a notice of proposed debarment from another DOD Agency, prior to award of this contract.

DRYDOCK CERTIFICATION

DRYDOCK CERTIFICATION
(OFFEROR TO FILL IN ALL BLANKS)I, William H. Zavin II, hereby certify as follows:

- (i) That I am a duly authorized representative of Northwest Marine Iron Works which is submitting an offer under Solicitation No. N62678-87-B-0203;
- (ii) That the offeror has the following drydocks capable of drydocking the vessel covered in Item 997-11-001 of the Solicitation:
N62678-87-B-0203
USS ANCHORAGE (LSD-36) SSP #041-88 Regular Overhaul
- (iii) That one of the drydocks listed in (ii) above, will be used for the performance of the drydock work under Item 997-11-001
- (iv) That none of the drydocks listed in (ii) above, can be used for the performance of the drydock under Item N/A during the period specified in the Solicitation for performing said Item N/A because of pre-existing firm commitments for the use of said drydocks during said period.
- (v) That due consideration has been given to any priority of work to which the U.S. Government may be entitled by reason of any agreements between the offeror and the U.S. Government under which any of the drydocks listed in (ii) above, may have been furnished the offeror by the U.S. Government.
- (vi) That the dockmaster in charge of docking/undocking evolutions is professionally qualified, through training and experience, to conduct these evolutions in a safe and reliable manner. The dockmaster and his organization do satisfy the requirements of Appendix 7-B of the Ship Repair Contracting Manual. (NAVSEA 0900-LP-079-5010)
- (vii) That the drydock operating procedures set forth in Attachment (E) are in accordance with good marine practice and MIL-STD-1625 A/B(SH) for the particular vessels to be docked/undocked and that these procedures will be followed during all docking/undocking evolutions.
- (viii) That the drydock listed in (ii) above has been certified by NAVSEA in accordance with Mil-Std-1625 A/B (SH). A copy of the NAVSEA certificate which expires on (see certificates) is attached.


(Signature of Authorized Representative)18 September 1987
(Date of Signature)William H. Zavin II
(Typed Name of Authorized Representative)President
(Title of Authorized Representative)

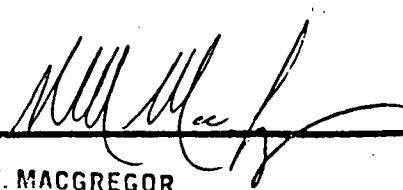
DRY DOCK SAFETY CERTIFICATE

Port of Portland Portland, Oregon Floating Dry Dock No. 1 (YFD-69)

ON THE BASIS OF A MAINTENANCE PROGRAM AUDIT CONDUCTED 4-7 FEBRUARY 1986, NAVAL SEA SYSTEMS COMMAND HAS DETERMINED THAT FLOATING DRY DOCK NO. 1 (YFD-69), LOCATED AT PORT OF PORTLAND, PORTLAND, OREGON, MEETS THE SAFETY CRITERIA OF MIL-STD-1625A(SH) AND MIL-HDBK-257(SH) AND IS CONSIDERED ADEQUATE TO DRYDOCK U.S. NAVY SHIPS.

THE MAINTENANCE PROGRAM PROVIDES FOR CONTINUOUS CERTIFICATION IN ACCORDANCE WITH PARAGRAPH 1.2 OF MIL-HDBK-257(SH).

OPERATIONAL RESTRICTIONS: 12,247 long tons with a minimum freeboard of 18 inches at the pontoon deck as specified in NAVSEA letter 11420 Ser 0705/100 dated: 26 March 1986


R. M. MACGREGOR
DIRECTOR
FACILITIES AND EQUIPMENT DIVISION
BY DIRECTION OF THE COMMANDER

DRY DOCK SAFETY CERTIFICATE

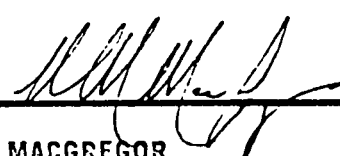
Port of Portland Portland, Oregon Floating Dry Dock No. 3

ON THE BASIS OF A MAINTENANCE PROGRAM AUDIT CONDUCTED 4-7 FEBRUARY 1986, NAVAL SEA SYSTEMS COMMAND HAS DETERMINED THAT FLOATING DRY DOCK NO. 3, LOCATED AT PORT OF PORTLAND, PORTLAND, OREGON, MEETS THE SAFETY CRITERIA OF MIL-STD-1625A(SH) AND MIL-HDBK-257(SH) AND IS CONSIDERED ADEQUATE TO DRYDOCK U.S. NAVY SHIPS.

THE MAINTENANCE PROGRAM PROVIDES FOR CONTINUOUS CERTIFICATION IN ACCORDANCE WITH
PARAGRAPH 1.2 OF MIL-HDBK-257(SH).

OPERATIONAL RESTRICTIONS:

17,000 long tons with a minimum
freeboard of 18 inches at the
pontoon deck as specified in
NAVSEA letter 11420 Ser 0705/101
dated:


R. M. MACGREGOR
DIRECTOR
FACILITIES AND EQUIPMENT DIVISION
BY DIRECTION OF THE COMMANDER

DRY DOCK SAFETY CERTIFICATE

Port of Portland Portland, Oregon Floating Dry Dock No. 4

ON THE BASIS OF THE PORT OF PORTLAND FACILITY CERTIFICATION REPORT DATED APRIL 1985, NAVAL SEA SYSTEMS COMMAND HAS DETERMINED THAT FLOATING DRY DOCK NO. 4, LOCATED AT PORTLAND, OREGON, MEETS THE SAFETY CRITERIA OF MIL-STD-1625A(SH) AND IS CONSIDERED ADEQUATE TO DRYDOCK U.S. NAVY SHIPS.

OPERATIONAL RESTRICTIONS:

56,000 long tons (LT) with a KG
of 41.0 feet or less and with a
minimum freeboard of 18 inches at
the pontoon deck as indicated in
NAVSEA letter 11420 Ser 07042/238
dated: 29 July 1986
April 1990

CERTIFICATION EXPIRES:


R. M. MACGREGOR
DIRECTOR

FACILITIES AND EQUIPMENT DIVISION
BY DIRECTION OF THE COMMANDER



NORTHWEST MARINE IRON WORKS

MEMORANDUM

October 2, 1987

TO: John Jozwick

FROM: Bill Zavin

On Monday, the 28th of September 1987, I was contacted telephonically by a gentleman whose name I do not recall, but who indicated he was a representative of the Supervisor of Shipbuilding from Portsmouth, Virginia and he wanted to talk with me about our bid on the USS ANCHORAGE. I indicated I wanted to go get our offering document and have another party join us in the discussions. I obtained our bid documents and had James J. Coleman, Executive Vice President - Operations, Northwest Marine, join me for the telephonic discussion.

Upon reintroduction of the parties to the conversation, the gentlemen who had also indicated a lady from the Contracting Officer's office was with him in the discussion, began. He indicated that he felt a concern about certain items in our offering document. He referred initially to the proprietary rights discussion on the opening page. I indicated to him he could disregard that page, that we would waive any concerns we had on proprietary rights. He then discussed in our introduction on page 2, that they were feeling a concern about the government furnished material assumption we had made in preparing our price. Again, I indicated that if it was of concern that he should not consider it. I also indicated we, indeed, planned to obtain all of the government material in San Pedro as per the solicitation. Finally, he indicated a concern about an apparent conflict between a bidder's question and our assumption, number 3 on Designs, Drawings and Specifications. Again, I indicated that we did not have a concern and it would not affect our bid and he should feel free to disregard that assumption.

He then indicated that on the strength of these three items of concern which he had expressed, he was finding that Northwest Marine's offer on the USS ANCHORAGE was not responsive. He indicated a considerable degree of reluctance in having to say that because it was apparent to him that our offer would have saved the government at least two million dollars on this project. He then expressed his regret over his finding and general discussions followed, at which time I advised him that we would protest his finding and that I wanted to get the name of the person our attorney should contact relative to that process. He indicated that we should contact Mr. Forbes at 804/396-8625. Subsequent to that, you did make contact to Mr. Forbes and we prepared a notice of protest which we delivered by a telefax to the Supervisor to the attention of Diane Robinson.

EXHIBIT No. 0002



DEPARTMENT OF THE NAVY
SUPERVISOR OF SHIPBUILDING, CONVERSION AND REPAIR, USN
P.O. BOX 215
PORTSMOUTH, VIRGINIA 23705

IN REPLY REFER TO

4330
Ser 410R/876

8 0 SEP 1987

Northwest Marine Iron Works
5555 N. Channel Avenue
Portland, OR 97217

Re: SOLICITATION N62678-87-B-0203, USS ANCHORAGE (LSD-36)

Gentlemen:

I have carefully reviewed the offer submitted by your firm in response to the referenced Invitation for Bids. My review disclosed that your offer imposed certain conditions that would serve to modify the terms of the invitation, limit your firm's liability to the Government and, prevent the public disclosure of your offer. Specifically, the initial page of your offer states that "[t]his data...shall not be disclosed outside the Government...." Additionally, page two of your offer's introduction provides that "Government Furnished Material will be delivered to the Northwest Marine Iron Works facility at Swan Island" while Clause H-7 of the solicitation states that "the contractor will accept delivery of Government Furnished Material...at SUPSHIP Long Beach warehouse...." Also contained on page two is the statement "[t]he drawings, designs and specifications which have been and are to be provided to NMIW are accurate, current, complete and not ambiguous." Section I of the solicitation, Clause 52.217-7104, "Inspection and Manner of Doing Work", provides that "[t]he Government does not guarantee the correctness of the dimensions, sizes and shapes set forth in any job order, sketches, drawings, plans or specifications prepared or furnished by the Government...." Furthermore, various individual specification items provide that "the lengths listed on the referenced drawings are approximate...."

In view of the foregoing and pursuant to Federal Acquisition Regulation 14.404-2, I have determined the offer submitted by your firm to be nonresponsive and your offer is, therefore, rejected.

This confirms the telephone conversation between your Mr. William Zavin II and the undersigned on 28 September 1987.

Sincerely,

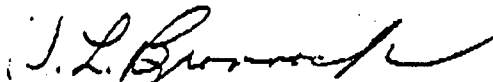

W. L. BRANNOCK
Contracting Officer

EXHIBIT No. 0003



NORTHWEST MARINE IRON WORKS

MAILING ADDRESS: P.O. BOX 3109
PORTLAND, OR 97208
5555 N. CHANNEL AVE., BLDG. 2
PORTLAND, OREGON 97217
PHONE: (503) 285-7557
TWX: 910-464-6107 NORMARINE PTL

September 29, 1987

Supervisor of Shipbuilding
Conversion and Repair, USN
P.O. Box 215
Portsmouth, Virginia 23705-0215

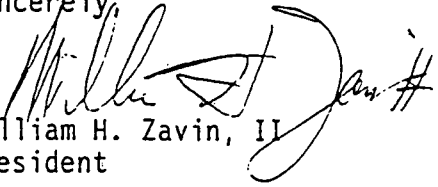
Attention: Dianne Robinson (Code 410R)

Reference: Solicitation No. N62678-87-B-0203
USS ANCHORAGE (LSD-36) SSP #041-88
Regular Overhaul

Dear Ms. Robinson:

This letter is to inform you that Northwest Marine Iron Works intends to file a bid protest for this solicitation.

Sincerely,


William H. Zavin, II
President

cc: John Jozwick, Taylor & Hintze
File

EXHIBIT No. 0004

REQUEST FOR SPECIFICATION

SOL NO. N62 678-87-B-0203

CLARIFICATION

DATE: 26 August 1987

QUESTION NO. _____

CONTRACTOR: _____

SHIP AND HULL NO: USS ANCHORAGE (LSD-36)

SPECIFICATION AND ITEM NO. 041-88; Various Items

Para. No. _____

TITLE: _____

Page. No. _____

QUESTION/s/:

Various items call out in para 4.1 "The pipe lengths listed on the referenced drawings are approximate and actual lengths should be determined by the contractor at the time of the ship check for preparation of bid."

The purpose of a ship check is to allow contractor to take such steps as may be reasonably necessary to ascertain the nature and location of all work to be performed, and conditions which can affect such work, i.e. interferences. The planning ship check should have been accomplished by the planning yard at the time the specifications were written and drawings made. It is not a reasonable task to place the inaccuracy of the government provided drawings on the contractor. Therefore, it is requested this statement be stricken from all spec items containing it.

Do not write below this line.

(h) The Government does not guarantee the correctness of the dimensions, sizes and shapes set forth in any job order, sketches, drawings, plans or specifications prepared or furnished by the Government, except when a job order requires that the work be performed by the Contractor prior to any opportunity to make the necessary inspection. The Contractor shall be responsible for the correctness of the shape, sizes and dimensions of parts to be furnished hereunder except as above set forth and other than those furnished by the Government.

AS PER CHAPTER 4, CLAUSE 5, PARA H.
OF M.S.R. CONTRACT.

410 ✓

Reply forwarded by:

EXHIBIT No. 0005



SI043926

NWMAR140287

SOL. NO. N6267R-R7-R-0203

DATE 8/3/87

QUESTION NO. 0006

REQUEST FOR SPECIFICATION CLARIFICATION

CONTRACTOR: _____

SHIP & HULL NO.: USS ANCHORAGE (LSD-36)

SPECIFICATION NO.: 589-11-001

PARA NO.: 3.3, 3.3.1 & 3.3.2

PAGE NO.: 1 of 2

QUESTION:

As it will be impossible to determine lengths of cable until each assembly is removed, for estimating purposes, how much cable of each size will be required to accomplish the requirements of paragraph 3.3?

DO NOT WRITE BELOW THIS LINE

ANSWER: UTILIZE REF. 2.B FOR EXACT LENGTHS OF CABLE.

REPLY FORWARDED BY: _____

EXHIBIT No. 0006



SI04392
NWMAR140288

Answered
8-11-87

SOL. NO. N62678-87-R-0203

DATE 8/3/87

QUESTION NO. 0002

REQUEST FOR SPECIFICATION CLARIFICATION

CONTRACTOR: _____

SHIP & HULL NO.: USS ANCHORAGE (LSD-36)

SPECIFICATION NO.: 123-16-003 PARA NO.: 3.2.1.4 thru 3.2.1.7

PAGE NO.: 2 of 2

QUESTION:

What are the lengths of the ladders required to be renewed by these paragraphs?

DO NOT WRITE BELOW THIS LINE

ANSWER:

THE LADDER LENGTHS ARE AS FOLLOWS.

PARA. 3.2.1.4. - FORWARD LADDER = 21 TREADS, STBD. LADDER = 21 TREADS
3.2.1.5. - ↓ ↓ = 24 ↓ , AFT. ↓ = 24 ↓
3.2.1.6. - STARBOARD AFT LADDER = 20 TREADS
3.2.1.7. - AFT LADDER = 7 TREADS.

REPLY FORWARDED BY:

EXHIBIT No. 0007



SI043928
NWMAR140289

SI043929

MAKINVEST MAKINE IRON WORKS

AMENDMENT NO.

COMPUTER CODES:

SUBNET COST

NAVY ESTIMATE FOR : USS ANCHORAGE

BY : TS

DATE : 9-87 PAGE: 1 OF 1

WORK ITEM NO.	H-7	WORK ITEM TITLE	PICK UP OF GFM BY CONTRACTOR
---------------	-----	-----------------	------------------------------

[illegible]

MOBA MEDIA INC

Oregon's broadcast monitoring service

(503) 223-1677

BOX 4633

PORTLAND OR

97208

SHIPYARD GETS NAVY CONTRACT

KXL AM RADIO

7 APRIL 88

8:37 AM

NEWSCASTER: The Portland Ship Repair Yard recently landed a new Navy contract. Linc Mann says some top Navy brass have been invited to Portland tomorrow in a bid to bring more business here.

REPORTER LINC MANN: Sometime in June the Navy vessel Okinawa will arrive at Swan Island for a \$14 million overhaul, and that's going to create hundreds of ship repair yard jobs this summer. Port of Portland Spokesman Darrel Buttice says some Navy officials will visit the shipyard tomorrow at the invitation of Senator Mark Hatfield.

DARREL BUTTICE, PORT OF PORTLAND: Senator Hatfield has invited Navy Assistant Secretary Pihat and Vice-Admiral Clark to visit the shipyard, take a tour of the shipyard, and get a briefing what's happening. So, what the senator wants to do is continue to have the Navy come to Portland, see the facility first hand, see the quality of the facility, the product we produce, and let them know we're in business to help the Navy.

REPORTER: Buttice says Port officials believe Portland is one of the finest ship repair facilities on the West Coast, and convincing the Navy of that could be a real big boost for the Portland-area economy.

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J6173-f

*Bill - Darrel identified Northwest
Marine in his comments but KXL
generalized in the manner shown.
We'll make up for it in IRONCLAD
and PORTSIDE. Dick M.*



Port of Portland

Box 3529 Portland, Oregon 97208
503/231-5000
TWX: 910-464-5105

January 5, 1987

Mr. Bill Zavín
Northwest Marine Iron Works
5555 N. Channel Ave., Bldg. 2
Portland, OR 97217

PSRY FINANCIAL REPORT

Enclosed is a copy of the PSRY Gain and Loss Statement for the months of October and November of 1986. We have included graphs to illustrate monthly and quarterly trends and to compare monthly financial performance to budget, and the averages over the past three (Q), six (S), and twelve (A) month periods.

This month's data continues to reflect the strong performance of the spring and summer. Note that the apparent good financial performance during these months is due to the booking of Use Fees from work completed during the summer. PSRY is anticipating a bad debt expense of \$2 Million or more during Fiscal Year 1987 due to Northwest Marine Iron Work's filing for reorganization under Chapter 11. To break even on a cash basis this year, PSRY needs to produce \$350,000 per month in Contribution before Depreciation.

Specific questions may be directed to Guy Alvis at 231-5568.

David N. Neset, Manager
Portland Ship Repair Yard

/cmr

Enclosures



Port of Portland offices located in Portland, Oregon, U.S.A., Boise, Idaho, Chicago, Illinois, New York, N.Y., Washington, D.C., Hong Kong, Manila, Seoul, Singapore, Sydney, Taipei, Tokyo, Henley-on-Thames, England

SI043931
NWMAR140292

Ullors

PORT OF PORTLAND		G A I N O R L O S S S T A T E M E N T						PAGE 1
MR413 RUN 11/19/86		FOR MONTH OF OCT 1986						
COMBINED SHIP REPAIR YARD								
ACCT NO.	DESCRIPTION	OCT 1986		Y E A R T O D A T E			BUDGETED THIS FY	
		ACTUAL	BUDGET	VARIANCE	ACTUAL	BUDGET	VARIANCE	
REVENUES								
640	--SERVICE REVENUE-----	521,336	409,825	111,511	2,107,840	1,639,300	468,540	4,918,000
680	--RENTAL AND CONCESSIONS-----	138,285	119,266	19,019	642,236	477,064	165,172	1,431,200
720	--PSRY REVENUE-----	530,663	361,023	169,640	2,402,722	1,444,092	958,630	4,332,900
730	--PSRY USE AGREEMENT REVENUE--	423,589	96,449	327,140	670,806	385,796	285,010	1,157,400
750	--OTHER REVENUE-----	5,984	18,515	(12,531)	63,840	74,060	(10,220)	222,200
790	--POLICY ADJUSTMENTS-----	0	0	0	-2	0	(2)	0
795	--REBATES, REFUNDS & DISCOUNTS-	-22,063	0	(22,063)	-424,639	0	(424,639)	0
TOTAL REVENUES		1,597,793	1,005,078	592,715	5,462,803	4,020,312	1,442,491	12,061,100
PERSONAL SERVICES, MATERIALS & SERVICES								
800	--ADMINISTRATIVE LABOR-----	34,212	36,657	2,445	157,757	146,628	(11,129)	439,900
805	--OPERATING LABOR-----	192,671	147,998	(44,673)	806,471	591,992	(214,479)	1,776,100
815	--MAINTENANCE LABOR-----	87,364	85,371	(1,993)	366,525	341,484	(25,041)	1,024,700
820	--ACCRUED LABOR-----	38,908	0	(38,908)	-22,910	0	22,910	0
827	--OTHER PAYROLL EXPENSE-----	8,252	15,180	6,888	58,888	60,600	1,712	181,800
TOTAL PERSONAL SERVICES		360,806	285,176	(75,630)	1,367,132	1,140,704	(226,428)	3,422,500
830	--MATERIALS AND SUPPLIES-----	51,415	43,569	(7,846)	185,360	174,276	(11,084)	523,000
850	--EQUIP. FUEL AND LUB.-----	5,046	4,183	(863)	20,363	16,732	(3,631)	50,200
860	--UTILITIES-----	175,022	171,439	(3,583)	734,564	685,756	(48,808)	2,057,300
880	--OUTSIDE SERVICES-----	123,294	56,522	(66,772)	375,008	226,088	(148,920)	678,400
930	--FIXED CHARGES-----	60,209	50,209	(9,910)	209,057	201,196	(7,861)	603,600
950	--ALLOCATED EXPENSES-----	0	1,142	1,142	0	4,568	4,568	13,700
960	--TRAVEL & MANAGEMENT EXPENSES-	11,018	8,264	(2,754)	26,729	33,056	6,327	99,200
990	--MISCELLANEOUS EXPENSES-----	0	10,807	10,807	14,937	43,228	28,291	129,700
TOTAL MATERIALS AND SERVICES		426,004	346,228	(79,779)	1,566,018	1,384,900	(181,118)	4,155,100
TOTAL PERS SERV, MAT & SERV EXCL DEPR		786,810	631,401	(155,409)	2,933,150	2,525,604	(407,546)	7,577,600
DIRECT TRANSFERS								
500	--SERVICES RECEIVED FROM-----	26,635	24,959	(1,676)	116,343	99,836	(16,507)	299,600
560	--SERVICES RECEIVED FROM-----	0	0	0	0	0	0	0
SERVICES RECEIVED		26,635	24,959	(1,676)	116,343	99,836	(16,507)	299,600
570	--SERVICES PROVIDED FOR-----	0	-441	(441)	-1,303	-1,764	(461)	-5,300
SERVICES PROVIDED		0	-441	(441)	-1,303	-1,764	(461)	-5,300
580	--CAPITALIZED COSTS FOR-----	-94,407	-48,749	(14,342)	-270,707	-184,996	75,711	-685,000

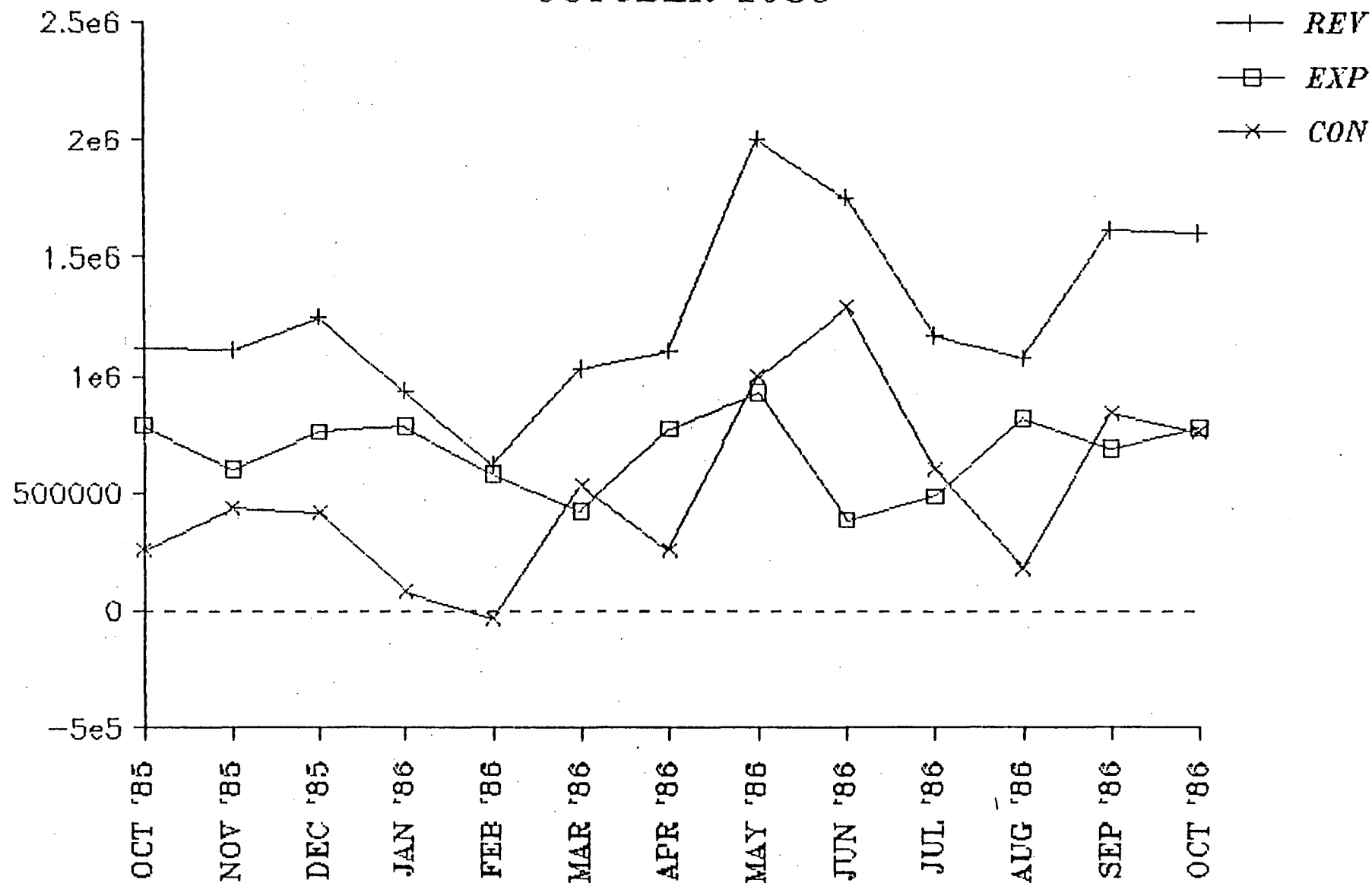
MR413 RUN 11/19/86

FOR MONTH OF OCT 1986

COMBINED SHIP REPAIR YARD

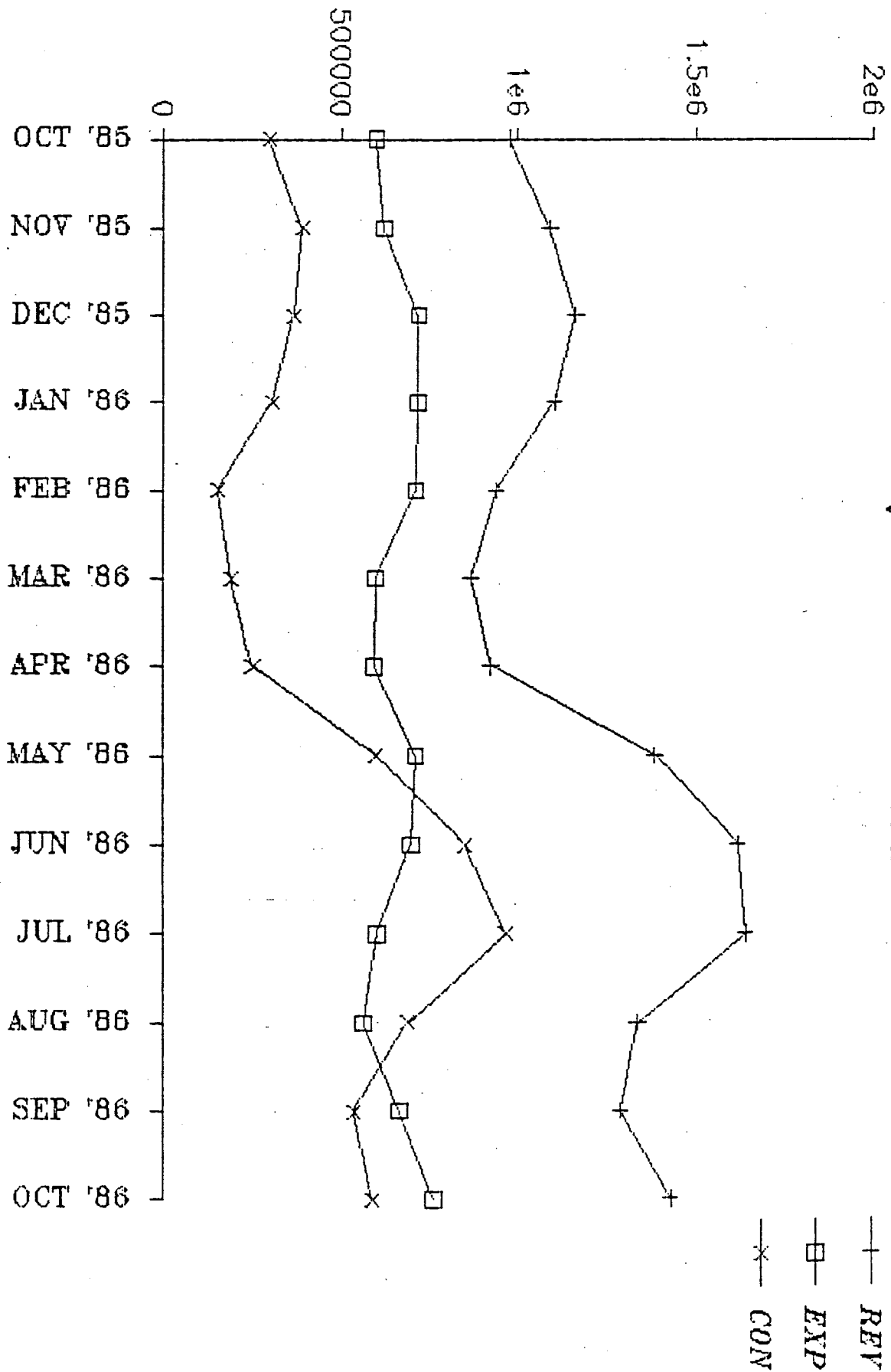
ACCT NO.	DESCRIPTION	-----OCT 1986-----			-----Y E A R T O D A T E-----			BUDGETED THIS FY
		ACTUAL	BUDGET	VARIANCE	ACTUAL	BUDGET	VARIANCE	
	CAPITALIZED COSTS	-34,407	-48,749	(14,342)	-270,707	-194,996	75,711	-585,000
	TOTAL DIRECT TRANSFERS	-7,772	-24,231	(16,459)	-155,667	-96,924	58,743	-290,700
	TOTAL OPER EXPENSES EXCL DEPR & OHEAD	779,038	607,170	(171,868)	2,777,483	2,428,680	(348,803)	7,286,800
	CONTRIBUTION BEFORE DEPR & OHEAD	818,755	397,908	420,847	2,685,320	1,591,632	1,093,688	4,774,200
	OVERHEAD	60,828	77,379	16,551	309,516	309,516	0	928,600
	TOTAL OPER EXPENSES EXCL DEPRECIATION	839,866	684,549	(155,317)	3,086,999	2,738,196	(348,803)	8,215,500
	CONTRIBUTION BEFORE DEPRECIATION	757,927	320,529	437,398	2,375,804	1,282,116	1,093,688	3,845,600
	DEPRECIATION	275,095	274,153	(942)	1,096,561	1,096,612	51	3,289,900
	OPERATING INCOME OR LOSS	482,832	46,376	436,456	1,279,243	185,504	1,093,739	555,700

PSRY FINANCIAL STATUS REPORT FOR THE MONTH OCTOBER 1986



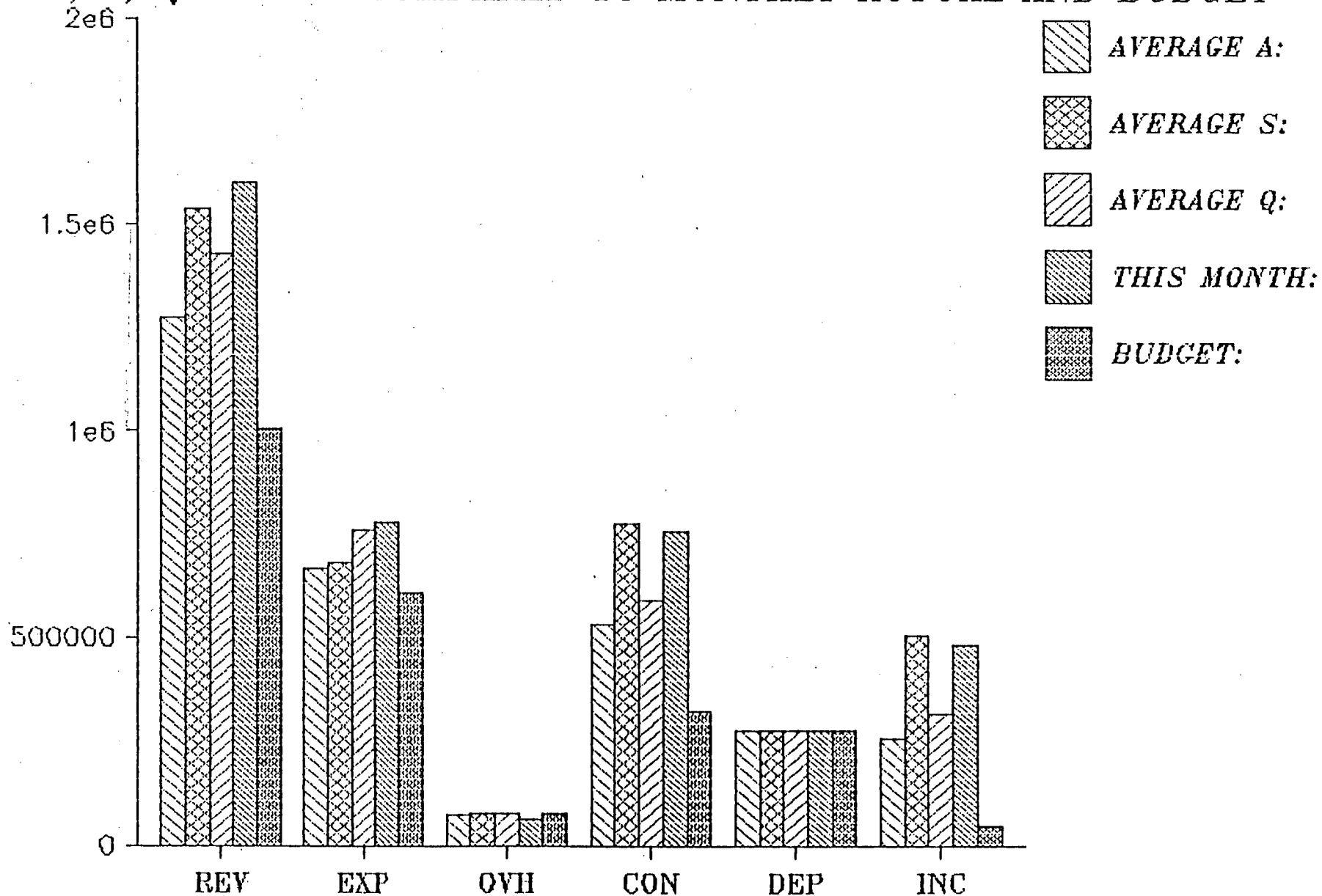
PSRY FINANCIAL STATUS REPORT FOR THE MONTH

QUARTERLY TREND



PSRY FINANCIAL STATUS REPORT FOR THE MONTH

A, S, Q TRENDS COMPARED TO MONTHLY ACTUAL AND BUDGET



Hayden

PORT OF PORTLAND

G A I N O R L O S S S T A T E M E N T

PAGE 1

MR413 RUN 12/15/86

FOR MONTH OF NOV 1986

COMBINED SHIP REPAIR YARD

ACCT NO.	DESCRIPTION	-----NOV 1986-----	-----Y E A R T O D A T E-----	BUDGETED THIS FY				
		ACTUAL	VARIANCE	ACTUAL	BUDGET	VARIANCE		
REVENUES								
640 --SERVICE REVENUE-----		355,874	409,825	(53,951)	2,463,715	2,049,125	414,590	4,918,000
680 --RENTAL AND CONCESSIONS-----		135,000	118,266	15,734	777,236	596,330	180,906	1,431,200
720 --PSRY REVENUE-----		373,304	361,023	12,281	2,776,026	1,805,115	970,911	4,332,300
730 --PSRY USE AGREEMENT REVENUE--		980,474	98,449	884,025	1,651,279	482,245	1,169,034	1,157,400
750 --OTHER REVENUE-----		27,012	18,515	8,497	90,852	92,575	(1,723)	222,200
790 --POLICY ADJUSTMENTS-----		-2	0	(2)	-4	0	(4)	0
795 --REBATES, REFUNDS & DISCOUNTS-		-156,263	0	(156,263)	-580,902	0	(580,902)	0
TOTAL REVENUES		1,715,400	1,008,078	710,322	7,178,203	5,025,390	2,152,813	12,061,100
PERSONAL SERVICES, MATERIALS & SERVICES								
800 --ADMINISTRATIVE LABOR-----		35,514	36,657	1,143	193,272	183,285	(9,987)	439,900
805 --OPERATING LABOR-----		141,936	147,998	6,062	948,407	739,990	(208,417)	1,776,100
815 --MAINTENANCE LABOR-----		73,866	85,371	11,505	440,391	426,855	(13,536)	1,024,700
820 --ACCRUED LABOR-----		-12,600	0	12,600	-35,110	0	35,110	0
827 --OTHER PAYROLL EXPENSE-----		3,734	19,180	11,416	62,622	75,750	13,128	181,800
TOTAL PERSONAL SERVICES		242,450	285,176	42,726	1,609,582	1,425,880	(183,702)	3,422,500
830 --MATERIALS AND SUPPLIES-----		78,017	43,569	(34,448)	263,377	217,845	(45,532)	523,000
850 --EQUIP. FUEL AND LUB.-----		4,176	4,183	7	24,539	20,915	(3,624)	50,200
860 --UTILITIES-----		164,856	171,439	6,883	899,120	857,195	(41,925)	2,057,300
880 --OUTSIDE SERVICES-----		126,991	86,822	(70,469)	501,999	282,610	(219,389)	678,400
930 --FIXED CHARGES-----		51,386	50,299	(1,087)	260,443	251,495	(8,948)	603,600
950 --ALLOCATED EXPENSES-----		8,745	1,142	(7,603)	8,745	5,710	(3,035)	13,700
960 --TRAVEL & MANAGEMENT EXPENSES-		6,129	8,264	2,135	32,858	41,320	8,462	99,200
990 --MISCELLANEOUS EXPENSES-----		8,641	10,807	2,166	23,578	54,035	30,457	129,700
TOTAL MATERIALS AND SERVICES		448,640	346,225	(102,415)	2,014,658	1,731,125	(283,533)	4,195,100
TOTAL PERS SERV, MAT & SERV EXCL DEPR		691,090	631,401	(59,689)	3,624,241	3,157,005	(467,236)	7,577,600
DIRECT TRANSFERS								
500 --SERVICES RECEIVED FROM-----		25,180	24,959	(221)	141,523	124,795	(16,728)	299,600
560 --SERVICES RECEIVED FROM-----		0	0	0	0	0	0	0
SERVICES RECEIVED		25,180	24,959	(221)	141,523	124,795	(16,728)	299,600
570 --SERVICES PROVIDED FOR-----		-1,885	-441	1,444	-3,188	-2,205	983	-5,300
SERVICES PROVIDED		-1,885	-441	1,444	-3,188	-2,205	983	-5,300
880 --CAPITALIZED COSTS FOR-----		-40,979	-48,749	(7,770)	-311,686	-243,748	67,941	-655,000

PORT OF PORTLAND

G A I N O R L O S S S T A T E M E N T

PAGE 2

MR413 RUN 12/15/86

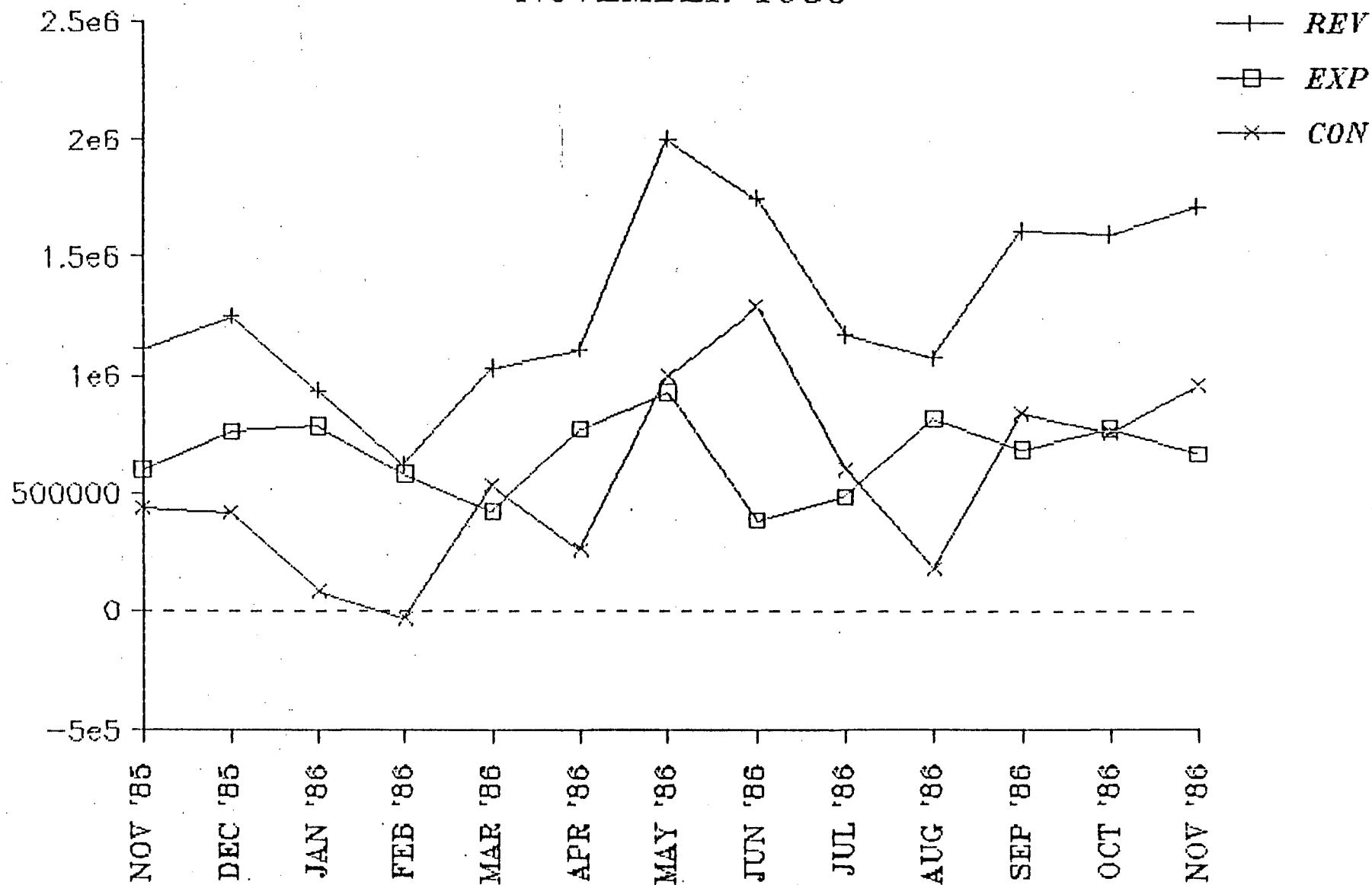
FOR MONTH OF NOV 1986

COMBINED SHIP REPAIR YARD

ACCT NO.	DESCRIPTION	-----NOV 1986-----			-----Y E A R T O D A T E-----			BUDGETED THIS FY
		ACTUAL	BUDGET	VARIANCE	ACTUAL	BUDGET	VARIANCE	
	CAPITALIZED COSTS	-40,979	-48,749	(7,770)	-311,686	-243,745	67,941	-585,000
	TOTAL DIRECT TRANSFERS	-17,684	-24,231	(6,547)	-173,351	-121,155	52,196	-290,700
	TOTAL OPER EXPENSES EXCL DEPR & OHEAD	673,406	607,170	(66,236)	3,450,890	3,038,850	(415,040)	7,286,900
	CONTRIBUTION BEFORE DEPR & OHEAD	1,041,994	397,908	644,086	3,727,313	1,889,540	1,737,773	4,774,200
	OVERHEAD	77,379	77,379	0	386,895	386,895	0	928,600
	TOTAL OPER EXPENSES EXCL DEPRECIATION	750,785	684,548	(66,236)	3,837,785	3,422,745	(415,040)	8,215,500
	CONTRIBUTION BEFORE DEPRECIATION	964,615	320,529	644,086	3,340,418	1,602,645	1,737,773	3,845,600
	DEPRECIATION	275,094	274,153	(941)	1,371,655	1,370,765	(890)	3,289,900
	OPERATING INCOME OR LOSS	689,521	46,376	643,145	1,968,763	231,880	1,736,883	555,700

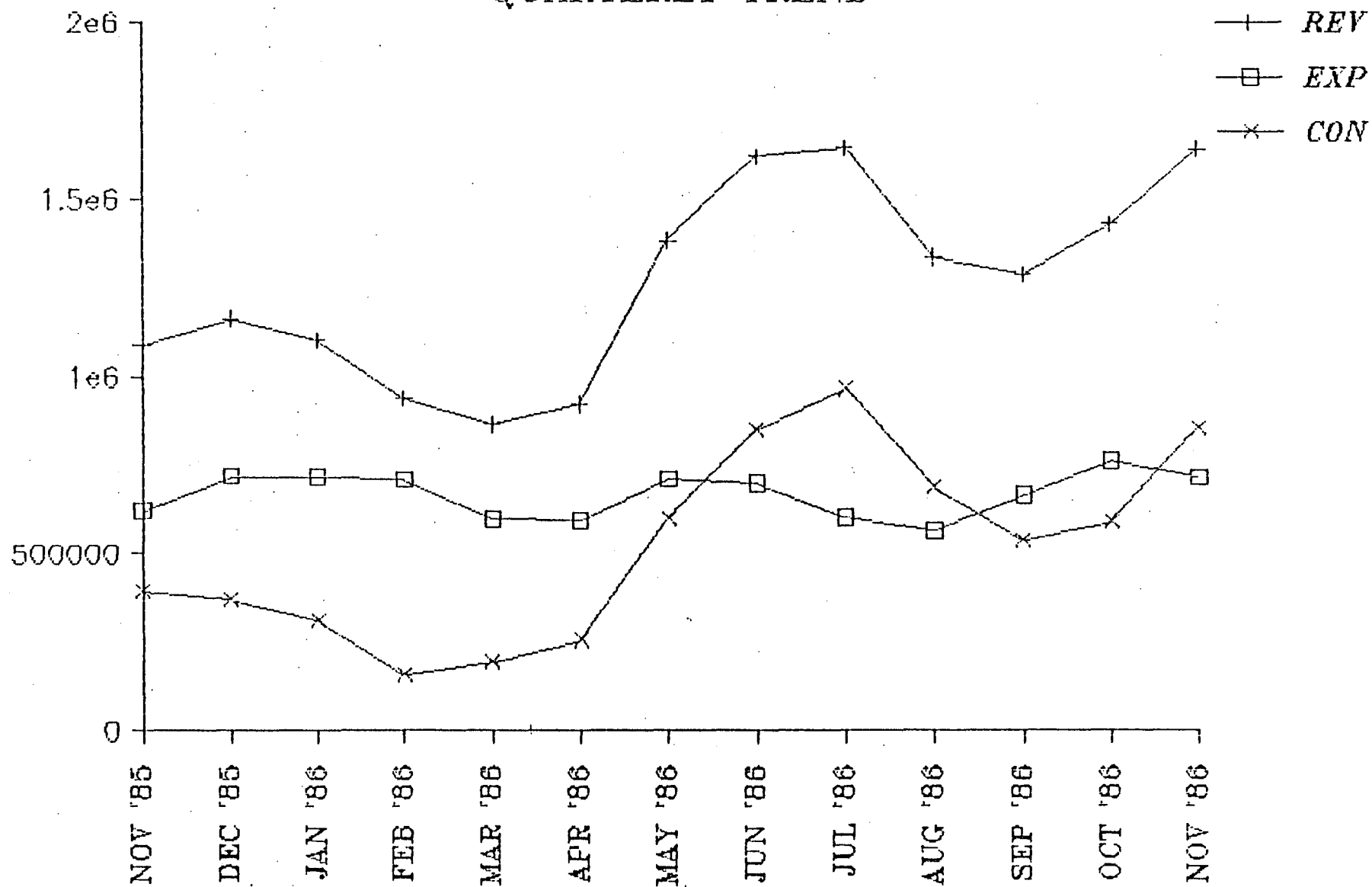
13

PSRY FINANCIAL STATUS REPORT FOR THE MONTH NOVEMBER 1986



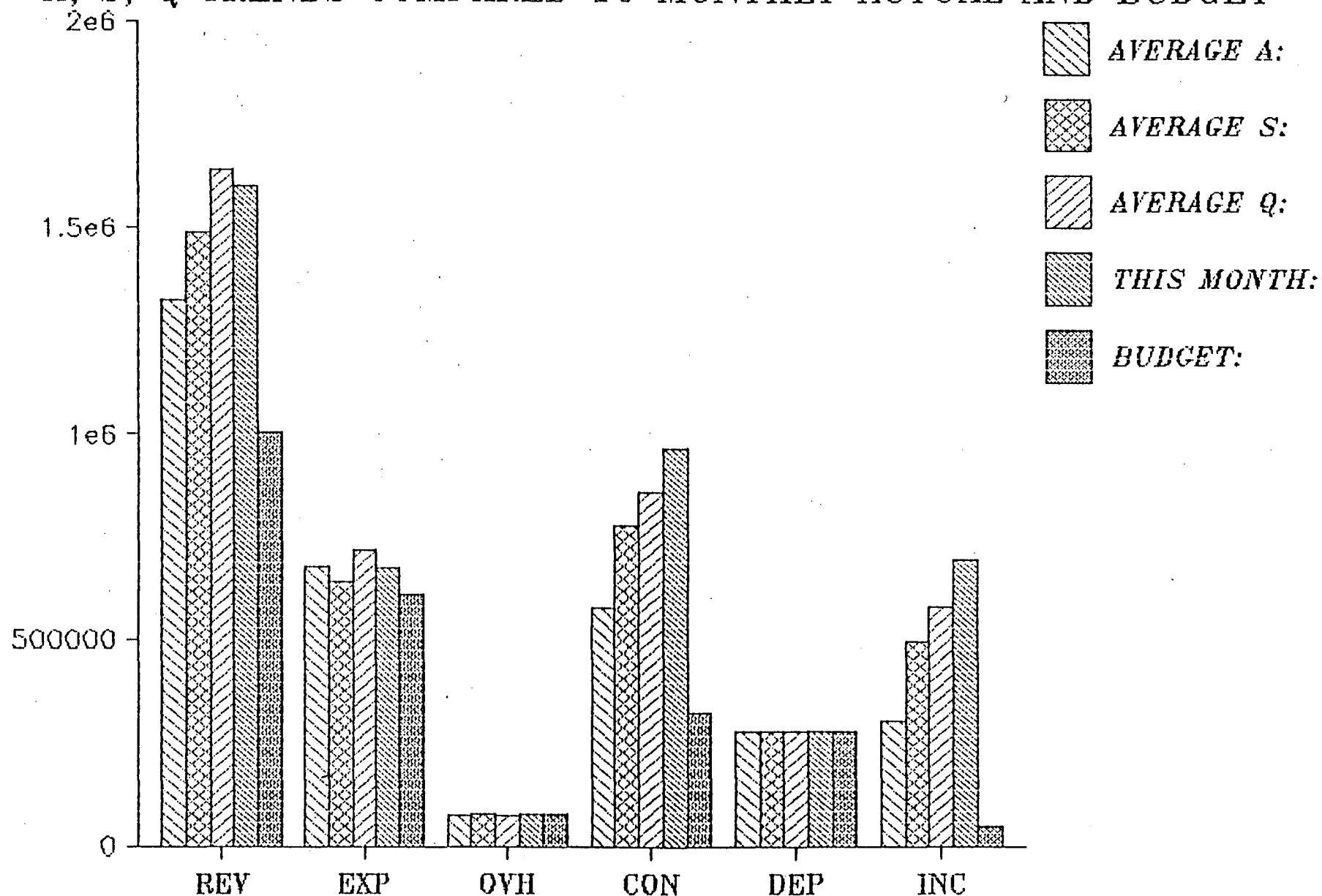
PSRY FINANCIAL STATUS REPORT FOR THE MONTH

QUARTERLY TREND



PSRY FINANCIAL STATUS REPORT FOR THE MONTH :

A, S, Q TRENDS COMPARED TO MONTHLY ACTUAL AND BUDGET





Port of Portland

PSRY MarketShare

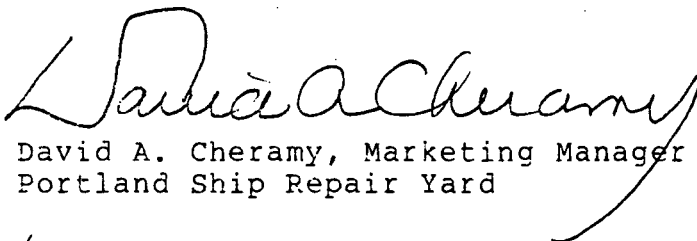
April 12, 1988

No. 28

Jim Beall, Garvey, Schubert & Adams Loy Kahler, Cascade General
Ivan Chandler, NMIW Bill Zavin, NMIW
Walter Evans, Regan, Tremaine Doug Watson, WSI
Mike Fahey, Metal Trades
Peter Friedmann, Kominers, Fort

CLIPS: JOURNAL OF COMMERCE
 SEATTLE DAILY JOURNAL OF COMMERCE
 THE OREGONIAN
 DAILY JOURNAL OF COMMERCE
 MARITIME ADMINISTRATION SALE ANNOUNCEMENTS
 ARTICLE RE CRUISE INDUSTRY
 PORTSMOUTH EXTRA
 ALASKA JOURNAL OF COMMERCE
 & PACIFIC RIM REPORTER
 THE WYDEN REPORT
 THE FAR SIDE
 SEA POWER
 COMMERCE BUSINESS DAILY

The attached clips should be of interest to you.


David A. Cheramy, Marketing Manager
Portland Ship Repair Yard

/vm

cc: Darrel Buttice
Dennis Frakes
Dick Montgomery

Enclosures

OCEANGOING RO/RO BARGES FOR SALE

The Maritime Administration (MARAD), an agency of the U.S. Department of Transportation, is again offering for public sale on an "AS IS, WHERE IS" basis, two triple deck Ro/Ro barges: THE CITY OF SEWARD and RESURRECTION BAY. MARAD first offered these barges, which it obtained through foreclosure, in November 1987; at that time no acceptable bids were received. However, because several competing proposals for use of the barges have recently been made, MARAD is now formally offering them with a deadline of April 22, 1988, for all interested parties to submit their bids.

MARAD will deliver title free and clear of liens.

The principal specifications of the vessels are as follows (no guarantee or warranty as to specifications is made by MARAD):

CITY OF SEWARD & RESURRECTION BAY

Type	3 Deck Ro/Ro
Location	Tacoma, WA
Shipbuilder	Marine Power & Equip.
Delivery Date	1984
Length	482'
Beam	104'

Each successful bidder will be required to make a down payment equal to 10 percent of its bid within seven days of its acceptance. Agreement as to terms for the balance must be made at the time the purchase contract is signed.

Each successful bidder will be required to sign a standard contract which is available upon request. The high bidder may drydock the vessels for inspection at its own risk and expense upon making the required down payment. The high bidder may not assign its right to buy the vessels without the consent of MARAD. MARAD reserves the right to reject any and all bids, or to seek additional bids from the bidders.

Responses must be submitted to the Maritime Administration, Office of Ship Financing, Room 8122, 400 Seventh Street, S.W., Washington, D.C. 20590, Attention: Mr. Richard Wakeman, telephone (202) 366-1919 by C.O.B. April 22, 1988.

Bids will not be accepted from any offerer which has as a general partner, director or significant shareholder, any director general partner, or significant shareholder of the defaulted shipowner.

Tug for Sale

The Maritime Administration (MARAD), an agency of the U.S. Department of Transportation, has obtained title through foreclosure to the vessel below. This vessel is now being offered for public sale free and clear of all liens on an "as is, where is" basis. Specifications are as follows (no guarantee or warranty as to specification is made by MARAD):

SEACO INTREPID (ex ROBIN XIV)

Length	105'
Beam	32'
Depth	15'9'
Shipyard	McDermott
Engines	EMD 12-567 BC
HP	2500
Delivery	1978
Location	Sun State Marine Green Cove Springs, Florida
Official Number	596518

The successful bidder will be required to make a down payment equal to 10 percent of its bid within seven days of its acceptance. Agreement as to terms for the balance must be made at the time the purchase contract is signed.

The successful bidder will be required to sign a contract which is available upon request. The high bidder may not assign its right to buy the vessel without the consent of MARAD.

Arrangements to inspect the vessel must be made through MARAD. For additional information, or to arrange an inspection, please contact Mr. Bill Aird (202) 366-1909.

All bids must be submitted in writing to the Maritime Administration, Office of Ship Financing, Room 8122, 400 Seventh Street, S.W., Washington, D.C. 20590, Attention Mr. Bill Aird by COB April 22, 1988. Bids will not be accepted from any purchaser that has as a director or significant shareholder any director, general partner, or shareholder of Seaco International, Inc. or their affiliates.



Port of Portland

Box 3529 Portland, Oregon 97208
503/231-5000
TWX: 910-464-5105

March 18, 1988

Bill Zavin
Northwest Marine Iron Works
5555 N. Channel, Bldg. 2
Portland OR 97217

PSRY PRICING POLICY DEVELOPMENT

I would like to follow up the discussions between your staff and the staff of PSRY to identify ways to improve PSRY's competitiveness and pricing. I have asked PSRY's Marketing Manager, Dave Cheramy, to establish a forum for discussion of issues with NMIW and other PSRY contractors. I'm sure you will agree we have much to gain by an open exchange of views. Similarly, if we are to retain the confidence of the market place, we must present a united front to the community and our customers.

I appreciate the challenges being confronted by NMIW and the resourcefulness being demonstrated by your company in facing these challenges. The Port is always prepared to work with NMIW based upon mutual respect of one another's needs and challenges. I intend to pursue win/win solutions for all concerned and welcome NMIW's active support for this process.

Dave will be contacting your staff soon.

Guy Alvis
General Manager
Portland Ship Repair Yard

cc: Bob Woodell

/kw



Port of Portland offices located in Portland, Oregon, U.S.A., Boise, Idaho, Chicago, Illinois, New York, N.Y., Washington, D.C., Hong Kong, Manila, Seoul, Singapore, Sydney, Taipei, Tokyo, Henley-on-Thames, England

SI043975
NWMAR140306



Port of Portland

Box 3529 Portland, Oregon 97208
503/231-5000
TWX: 910-464-5105

March 11, 1988

Mr. Bill Zavín, President
Northwest Marine Iron Works
5555 N. Channel Avenue
Portland OR 97217

PSRY STRATEGIC PLANNING PROCESS UPDATE

Over the past nine months, PSRY has been engaged in an effort to reappraise our industry. Another phase of this process has been completed and we would like to report our findings.

A special meeting will be held at 9 a.m., Wednesday, March 16, 1988, in the PSRY Conference Room to review this effort. Because the findings of the Strategic Assessment will form the basis of future Port business planning at PSRY, your attendance at the meeting and active participation would be appreciated.

If you are unable to attend the meeting or would prefer a presentation of this material to your staff, a separate meeting can be arranged. Please confirm your intentions by calling Susie Barfield at 231-5474.

Guy J. Alvis, General Manager
Portland Ship Repair Yard

/sb



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SI043976
NWMAR140307



Port of Portland

Box 3529 Portland, Oregon 97208
503/231-5000
TWX: 910-464-5105

March 15, 1988

Mr. William H. Zavin, President
Northwest Marine Iron Works
5555 North Channel Avenue
Portland, OR 97217

PORTLAND SHIP REPAIR YARD (PSRY)
TARIFF NO. 37B DISCOUNT FOR
USS OKINAWA (LPH-3)

Thank you for your discount application for the bid on the USS OKINAWA (LPH-3). PSRY is not able to offer the same discount provided in the past for Navy projects and therefore we decline the application you have submitted.

Instead, we are preparing to offer a new rebate arrangement. This would enable you to access the rebate sum that we have budgeted in an equitable manner that you can control. The method we will be offering has been approved in principal by our executive. The finer details have not been formally documented. However, in the instance of the OKINAWA, we are prepared to work with you so that you can determine the best course on this project.

The details of this arrangement will be provided in a separate document in the near future. Please call if you have any questions.

Guy J. Alvis, General Manager
Portland Ship Repair Yard

/kw



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SI043977
NWMAR140308



Port of Portland

Box 3529 Portland, Oregon 97208
503/231-5000
TWX: 910-464-5105

January 26, 1988

Bill Zavín
Northwest Marine Iron Works
5555 N. Channel, Bldg. 2
Portland OR 97217

PSRY POLICY ON PAINTING AND SANDBLASTING/BUILDING 73

Thank you for your letters of December 7th and December 31st. In preparing my response, I have reviewed PSRY's policy on painting and sandblasting. Briefly stated, our goals remain as follows:

- o To comply with applicable safety and environmental regulations for painting, sandblasting, paint storage, and disposal of spent grit.
- o To reduce contractor costs for compliance through provision of efficient technology and avoidance of duplicate facilities and equipment.

Two basic alternatives have emerged from our discussions with NMIW, Crosby & Overton, Cascade-General, and West State Inc.

- o CENTRALIZATION - The Port could acquire painting and sandblasting assets from the various companies; provide a reliable and efficient facility in Bldg. 73; and develop a management concept that would provide equal treatment, fair prices, and quality service to all companies at PSRY. This concept requires that all PSRY contractors commit to exclusive or preferential use of the central facility.
- o DECENTRALIZATION - Each company would develop its own painting and sandblasting capability. The assumption is that this is the only method that can assure acceptable quality and control of work flow.



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SI044011
NWMAR140309

Painting and Sandblasting/Bldg. 73
January 26, 1988
Page 2

Previously, it was suggested that the Port reinvest in facilities, diligently pursue independent management, and host contractor participation in developing operation and pricing policies. It is my impression that the Centralization concept has been rejected by all PSRY contractors.

As per our discussion of December 8th, NMIW is free to pursue independent negotiations with C & O to assume their lease and acquire their equipment. PSRY will be objective in evaluating a proposal to relieve C & O of its lease responsibilities should another PSRY contractor be interested. We also provided NMIW with a draft of a Painting & Sandblasting Policy for comment.

If Port participation in the reorganization of painting and sandblasting activities and ownership of Bldg. 73 assets is desired, it must be clear that strong support for the concept be demonstrated by NMIW, C & O, Cascade-General and WSI; PSRY goals must be secured; and determination of management of the facility be an open and publicly competed process.

PSRY remains interested in specific proposals, including concepts similar to NMIW's. If I can be of further assistance, please let me know.



Guy Alvis
General Manager
Portland Ship Repair Yard

/kw

Enclosure

cc: Darrel Winnegar, C & O
Loy Kahler, Cascade-General
Doug Watson, WSI

DRAFT

PSRY POLICY ON
PAINTING AND SANDBLASTING

- I. On Dry Dock
- II. At Repair Berth
- III. Lay Berths
- IV. In Yard Areas
 - A. Items too large for Bldg. 73
 - B. Items that will fit in Bldg. 73
 - 1. Items that can be done in 73 on schedule
 - 2. Items that cannot be completed on schedule
- V. Sand Blasting Material

351

I. On Dry Dock

- o PSRY is permitted within parameters set by the Department of Environmental Quality
 - Can't be a "nuisance" (Fugitive dust or overspray)
 - Can't contaminate river, i.e.; sandblast sand or paint chips
 - Drydock must be cleaned after four evolutions
 - Drydock drains and aprons must be cleaned for every cycle

II. At Repair Berth

- o PSRY has no permit with the Department of Environmental Quality, but ... impact is considered minimal if paint chips and dust are kept out of river and fugitive dust or overspray is not causing a nuisance for others outside PSRY.
- o DEQ could change its position if a problem is perceived to exist.

III. Layberths

- o At Berths 306, 307, 308, 311, 315 PSRY does not authorize paint or sandblasting on the exterior of ships.
- o PSRY has no authorization from DEQ for painting or sandblasting in these areas.
- o Berths 309, 310 are treated as "Repair Berths" because of their location.

IV. In Yard Areas

- A. Items too large to be painted or sandblasted in Bldg. 73.

Where?

- o New Yard Side - Berth 313 preferred.
- o Old Yard Side - Berth 304 preferred.
- o Central Fabrication Areas O.K.

IV. In Yard Area - A. (continued)

How?

- o When possible work should be enclosed by temporary structure or curtain to confine impact.
- o No work if fugitive dust or overspray will impact others outside PSRY.
- o Sandblast material must meet minimum specifications.
- o Clean up within three days of completing work.

B. Items that will fit in Bldg. 73

1. Items that can be done in Bldg. 73 on schedule.
 - o Contractors agree to perform all work possible under this category in Bldg. 73.
 - o Bldg. 73 Operator must provide good service at competitive prices and meet agreed upon schedule.
 - o Pricing and performance to be reviewed periodically by PSRY. Failure to perform may result in termination of lease.
 - o Work completed in "controlled environment" with bag house or water curtain functioning.
2. Items that cannot be completed on schedule.
 - o If possible, items should be taken to a blast or paint booth elsewhere in region.
 - o If no alternative available, then treated in Yard same as articles too large for Bldg. 73. (See IV-A)

IV. Sandblast Material

- o In controlled environment (like Bldg. 73 or tank) any material that does not cause a nuisance is O.K. - Contractor is responsible for disposal.
- o External blasting at Berth or in Yard or Topside at drydock minimum dust emissions - Contractor is responsible for disposal.
- o External blasting on Drydock (hull blasting only). Port sets specification - no water soluble contaminants in sand - Port disposes of sand.

MEMORANDUM

TO: Ron McGovern

FROM: Bill Zavín

SUBJECT: Telephone Conversation of December 14

As we agreed, I am going to summarize the essence of our discussions of December 14 in this memo. Our discussions centered on two basic issues:

1. Northwest Marine Iron Works modification of its Master Ship Repair Labor Agreement with the Pacific Coast Metal Trades Council in a Project Agreement covering the USS CUSHING and USS DULUTH.
2. DCAA suggestion of reducing NMIW negotiated forward pricing rates on USS DULUTH and USS CUSHING.

NMIW negotiated with the Pacific Coast Metal Trades Council a reduction in the initial wage on these two projects from \$13.50 per labor hour to \$10.00 per labor hour and a reduction in shift differential and overtime premiums. This reduced our bid target costs and allowed us to successfully compete for the work.

The reduction from the master agreement rates to the project rates was to be paid back to the employees affected from any or all of the 3 following sources:

1. All hours that were sold to the Navy which are not consumed in the project would be paid into a pool at the rate of \$10.00 to be distributed pro rata to all those who took the reduction in the project.
2. All incentive fees paid to Northwest Marine Iron Works would be allocated to restore the reductions in compensation and then after that restoration is complete, the balance of the performance fees would be shared between the company and the affected employees.
3. The difference between the initial project wage rate paid and the master agreement rates would be restored through its inclusion in final negotiated cost to the extent that it would not cause FNC to exceed the ceiling price on the contracts.

It is Northwest Marine Iron Works' concern that since we have not settled the final target costs because of ongoing disputes with the Navy on both projects, that all project costs continue to be allowable costs of FNC (although not yet quantified) under the fixed price incentive contracts.

Ron McGovern
Telephone Conversation December 14
Page Two

The final issue, that of the forward pricing rate, was discussed in two sections.

1. Initially Northwest Marine Iron Works was concerned that DCAA was going to unilaterally reduce the agreed upon forward pricing rates without considering Northwest Marine/Price Waterhouse audited costs in determining the total forward pricing cost. It was concluded that Northwest Marine would submit these audited final costs in rebuttal to DCAA's apparent decision to reduce the job forward pricing rates.

2. It was discussed that even though DCAA had disallowed the master agreement rates from forward pricing consideration during our initial submittal at the commencement of the two projects, that it could very well have been an error on the part of the government. The forward pricing rate discussion which followed led to the proposal that final submission by Northwest Marine of the affected forward pricing rates for the two projects would include the master agreement rates in attempting to establish the total target cost rates for the entirety of both projects.

We need, in conclusion, to resolve the issue of the audited statements on forward pricing rates by the company and second, the possibility of time including on final negotiated costs, the yet to be accrued amounts which would be due upon settlement of the outstanding items which are yet to be negotiated with the USN on these two projects.

We appreciate so much your interest and involvement and look forward to further discussions with you and John Jozwick.

JOB NBR	START DATE	CUSTOMER NAME	DESCRIPTION	PRG MGR	PREV INV DATE	PREV INV NBR	EST COMP DATE	PHYS COMP DATE	FINAL INV DATE
1000	8/18/83	NORTHWEST MARINE IRD	MAINTENANCE & INDIRECT LABOR	/IVAN C					
1066	12/28/87	VARIOUS - JOB SHOP	JANUARY WORK ORDERS	/	2/08/88		1/31/88		
1067	2/01/88	VARIOUS - JOB SHOP	FEBRUARY WORK ORDERS	/	2/16/88		2/28/88		
2782	3/13/85	NORTHWEST MARINE IRD	CHERVON COLORADO	/IC/DS			3/20/85	3/26/85	
2950	11/04/85	SUPERVISOR OF SHIPBU	USCGC STORIS	/BECKWI	12/01/86	W	8/31/86	2/04/87	
3001	6/01/86	WEST COAST SHIPPING	OPEN CONTRACT	/IVAN C	4/14/87	R	5/31/87	5/31/87	
3010	6/30/86	AMERICAN AUTOMAR	M/V CAPE EDMONT	/IVAN C	10/24/86	H	9/20/86	10/31/86	
3089	11/03/86	AMERICAN AUTOMAR	M/V CAPE EDMONT	/IVAN C	3/19/87	J	11/30/86	3/27/87	
3110	1/01/87	CHANTIER d'ATLANTIQUE	RENTAL CHARGES	/CALLEY	2/01/88	N	1/01/88		
3131	2/09/87	TACOMA BOATBUILDING	S/S MONTEREY	/GAVIN	7/24/87	H	5/31/87	6/04/87	
3170	6/01/87	WEST COAST SHIPPING	OPEN CONTRACT	/CHANDL	12/21/87	G	5/31/88		
3180	6/24/87	MOBIL OIL CORP	MOBIL OIL CORP	/CHANDL	1/25/88	C	10/25/87		
3192	7/22/87	BAY TANKERS	S/S NEW YORK	/SCROGG			7/31/87	7/23/87	
3196	9/21/87	HOLLAND AMERICA LINE	S/S NOORDAM	/CALLEY	10/30/87	G	10/02/87	10/30/87	
3200	3/30/87	SUPERVISOR OF SHIPBU	USS PAUL F. FOSTER	/	2/17/88	X	6/17/88		
3218	9/02/87	FRITZ MARITIME AGENC	SUN PACIFIC II	/CALLEY			9/03/87	9/04/87	
3228	10/05/87	BAY TANKERS	S/S BAY RIDGE	/SCROGG			10/06/87	10/07/87	
3230	9/29/87	SUPERVISOR OF SHIPBU	USS ANCHORAGE	/LIND			8/15/88		
3240	10/29/87	MILITARY SEALIFT COM	USNS POINT LOMA	/SCROGN	2/03/88	D	12/15/87	12/18/88	
3242	11/13/87	MARINE TRANSPORT LIN	S/S B. T. ALASKA	/GAVIN	2/11/88	B	11/20/87	1/04/88	
3244	11/17/87	FRITZ MARITIME AGENC	M/V AKRITIAS	/GAVIN	12/18/87		11/18/87		
3245	1/29/88	SOUTHERN OREGON MARI	BARGE CERES	/STEVEN			2/05/88	2/16/88	
3248	11/26/87	KERR STEAMSHIP CO. I	M/V TOMIS SEA	/KUNKEL	12/18/87		11/27/87	11/27/87	
3251	11/30/87	MILITARY SEALIFT COM	USNS OBSERVATION ISLAND	/KINGRY	2/19/88	H	3/15/88	2/28/88	
3259	12/11/87	PAN A. M. WORLD SERVI	PAN A. M.	/KINGRY			3/15/88		

JOB NBR	START DATE	CUSTOMER NAME	DESCRIPTION	PRG MGR	PREV INV DATE	PREV INV NBR	EST COMP DATE	PHYS COMP DATE	FINAL INV DATE
3264	12/21/87	HOLLAND AMERICA LINE	ROTTERDAM/SHIP MATL	/CALLEY			5/31/88		
3270	1/01/88	COLUMBIA FALLS ALUMI	FURNISH 150 ORE RAILS	/RIDDLE	2/11/88	A	12/15/88		
3271	1/04/88	CUNARD/NAC	C/V VISTAFJORD	/CALLEY	1/21/88		1/15/88	2/10/88	
3274	1/19/88	U.S. NAVAL SEA SYSTE	MERCY - WARRANTY WORK	/SCROGI			5/01/88		
3275	1/18/88	MILITARY SEALIFT COM	USNS MERCY	/SCROGI	2/17/88	B	4/08/88		
3276	1/19/88	HOLLAND AMERICA LINE	M/V NIEUW AMSTERDAM	/CALLEY			5/30/88		
3279	1/22/88	BENDIX	MERCY SUPPORT / BENDIX	/SCROGG			4/30/88		
3281	1/29/88	W. N. C.	M/V PROJECT 100	/NUGENT			5/31/88		
3284	2/03/88	MILITARY SEALIFT COM	USNS MYER/GUARANTEE WORK	/MITCHE			2/10/88	2/06/88	
3286	2/08/88	BARBER SHIP MANAGEME	M/V CAPE EDMONT	/RIDDLE			2/22/88		
3287	2/08/88	MARITIME OVERSEAS CO	M/V OVERSEAS BOSTON	/VETERE			2/12/88	2/10/88	
3288	2/11/88	MARINE TRANSPORT LIN	M/V MARINE PRINCESS	/GAVIN			2/15/88	2/25/88	2/19/88
3289	2/12/88	AMERICAN PRESIDENT L	S/S PRESIDENT JACKSON	/LIND			3/15/88		
3290	2/12/88	AMERICAN PRESIDENT L	S/S PRESIDENT ADAMS	/LIND			3/15/88		
3291	2/13/88	HYUNDAI MERCHANT MAR	M/V HYUNDI I	/CHANDL			2/16/88	2/25/88	
3292	2/16/88	WEST COAST SHIPPING	S/S CORNUCOPIA	/CHANDL			2/23/88	2/22/88	
3293	2/16/88	WEST COAST SHIPPING	BARGE COLUMBIA*CANCELLED	/CHANDL			2/23/88	2/22/88	2/22/88
3294	3/15/88	SAUSE BROS. OCEAN TO	BARGE NESTUCCA	/SAUNDR			3/22/88		
3295	2/17/88	INTERNATIONAL SHIPPI	M/V HAKUFU	/GAVIN			2/18/88	2/18/88	
3296	2/24/88	WEST COAST SHIPPING	S/S SANSINENA II	/CHANDL			2/29/88		
7001	9/29/85	SUPERVISOR OF SHIPBU	U. S. S. CUSHING	/NUGENT	4/02/87	G	7/30/86	2/04/87	
7500	9/29/85	SUPERVISOR OF SHIPBU	U. S. S. DULUTH	/MCMURY	12/24/86	S	6/29/86	2/04/87	

TOTAL JOBS ON REPORT 47

JOB NBR	WORK NBR	START DATE	CUSTOMER NAME	DESCRIPTION	PRG MGR	PHYS COMP DATE	FINAL INV DATE
1064	0005	11/10/87	WEYERHAEUSER CO.	CHANGE DRYER HEAD	/	12/03/87	
1064	0006	11/10/87	WEYERHAEUSER CO.	CHANGE BEARING FELT ROLL	/	12/03/87	
1064	0007	11/10/87	WEYERHAEUSER CO.	REPLACE BEARING & GEARS	/	12/03/87	
1064	0008	11/10/87	WEYERHAEUSER CO.	REPAIR CHAIN & ROLLER	/	12/03/87	
1064	0009	11/13/87	WEYERHAEUSER CO.	STRETCH ROLL IN #3 SEC	/	12/03/87	
1064	0011	11/17/87	WEYERHAEUSER CO.	CHANGE FELT ROLLERS	/	11/22/87	
1064	0012	11/17/87	WEYERHAEUSER CO.	REPLACE BROKEN HEAD BOLTS	/	11/22/87	
1065	0009	12/21/87	CONTINENTAL MARITIME	ENG SVCS ON USS BARBEY	/	02/12/88	
1065	0011	12/23/87	MRS. GEORGE GREBE	REPAIR BOAT DECK	/	01/13/88	
1066	0002	01/05/88	CONTINENTAL MARITIME	ENG SVCS FOR USS COOK	/	00/00/00	
1066	0007	01/26/88	SHOP SERVICES INC.	MACHINE 3" CROSBY VALVE	/	00/00/00	
1067	0002	02/03/88	R & B INNOVATIONS IN	BORE HOLES IN MAPLE BLOCKS	/	02/25/88	
1067	0003	02/05/88	CONTINENTAL MARITIME	ENG SVCS ON USS WILSON	/	00/00/00	
1067	0006	02/11/88	COLUMBIA STEEL CASTI	STEEL CASTING PRESS WORK 2	/	00/00/00	
1067	0007	02/17/88	C. H. MURPHY	FAB TUBE SUPPORT SPIDERS	/	02/25/88	
1067	0008	02/17/88	CASCADE GENERAL	FORM PLATE	/	00/00/00	
1067	0009	02/17/88	COLUMBIA STEEL CASTI	PRESS 1 KICK OUT DOOR	/	00/00/00	
1067	0010	02/19/88	WEYERHAEUSER CO.	REPAIR 1 SPOOL PIECE	/	00/00/00	
1067	0011	02/23/88	CASCADE GENERAL	OPTICAL ALIGNMENT RUDDER	/	02/25/88	
1067	1008	02/12/88	COMMERCIAL RPR & MAC	BLAST 2 PUMP BODIES	/	02/19/88	
1067	1009	02/16/88	COMMERCIAL RPR & MAC	BLAST 1 BODY	/	02/19/88	
1067	1010	02/17/88	C. H. MURPHY	BLAST 1 EXCHANGER SHELF	/	02/19/88	
1067	1011	02/17/88	AMSCO REFRIGERATION	BLAST INSIDE 3 PIPES	/	00/00/00	
1067	1012	02/16/88	COMMERCIAL RPR & MAC	BLAST & PAINT 4 PUMP HEADS	/	02/25/88	

JOB NBR	WORK NBR	START DATE	CUSTOMER NAME	DESCRIPTION	PRG MGR	PHYS COMP DATE	FINAL INV DATE
1067	1013	02/19/88	COMMERCIAL RPR & MAC	BLAST & PAINT PUMP PARTS	/	02/25/88	
1067	1014	02/22/88	COMMERCIAL RPR & MAC	BLAST 2 ROTORS	/	/ /	
1067	1015	02/22/88	DIESEL SERVICE UNIT	BLAST 1 TRAILER	/	02/25/88	
1067	1016	02/22/88	DIESEL SERVICE UNIT	BLAST TRUCK	/	02/25/88	
1067	1017	02/24/88	E. C. DIST.	BLAST 1 BLOWER	/	02/25/88	
1067	1018	02/25/88	WESTERN WIRE & ROPE	BLAST & PAINT LADDERS	/	00/00/00	
1067	1019	02/25/88	NMIW - SHOP	BLAST BASE OF 2 SIDE PCS	/	02/25/88	
1067	1020	02/25/88	AMERICAN TRUCK CENTE	BLAST SERVICE BODY	/	00/00/00	
1067	1021	02/26/88	AMERICAN TRUCK CENTE	BLAST TRUCK, TRAILER & CAB	/	00/00/00	
1067	1022	02/26/88	ROWE BROTHERS	BLAST 1 FIRE TRUCK	/	00/00/00	
TOTAL WORK ORDERS		34					

JUSTIFICATION FOR PAYMENT

A. Introduction

The Statement of Facts section of this Request for Equitable Adjustment reviews the Project's history and addresses the various difficulties encountered by Northwest Marine Iron Works ("NMIW") as it performed its contractual obligations. This section discusses the justifications under which NMIW is entitled to additional compensation as a result of that performance.

On August 19, 1985, the Naval Sea Systems Command ("NAVSEA") and NMIW executed a 53-page written agreement, No. N00024-85-C-8506, under which NMIW was to perform the regularly scheduled overhaul of the U.S.S. Duluth. The contract provided for a Total Target Cost of \$12,282,010.00 divided among four major work packages. 96% of the Target Cost was allocated to the "D&F" ALTS package funded by the Type Commander ("TYCOM") and the "K" ALTS package (funded by NAVSEA). See pg. 2 of 53. As detailed in the Statement of Facts section, NMIW seeks compensation for each of the following:

- (1) The Navy's redefinition and misuse of the supplemental manday reservation;
- (2) Impact costs resulting from the growth of the underwater hull work;
- (3) Direct and impact costs resulting from the defective specification issued for the electronic ship alteration package;
- (4) Direct and impact costs resulting from the activities of Ship's Force; and
- (5) Impact costs incurred when the Duluth's extended dry dock period disrupted the dry dock schedule of the USCGC Storis.

NMIW's entitlement to compensation in each of these areas is discussed below.

B. Supplemental Manday Reservation

Section C of the Contract created four manday reservations, each priced at \$152.00 per manday. Each reservation was characterized as either "Supplemental" or "Emergent" and was intended to cover the labor required to perform additional work not identified in the Duluth's initial bid package. In all, 14,000 mandays were reserved. 7,000 were designated as Supplemental and the remaining 7,000 were characterized as Emergent. Of the 7,000 Supplemental mandays, 5,000 were allocated to TYCOM with the remaining 2,000 assigned to NAVSEA. The Contract defines Supplemental and Emergent work:

All work identified after contract/option award is either "supplemental" or "emergent" work. Supplemental work is defined as additional work items resulting from either Contractor or Government proposed changes to the basic work package. Emergent work is defined as additional work items resulting from open and inspect requirements, testing and new requirements identified after A-10.

Contract N00024-85-C-8506, page 4 of 53 (Ex. 2).

Furthermore, the Contract clearly establishes the manner in which Supplemental work was to be authorized:

The supplemental work package will be incorporated by modification into the basic contract on or before A-10 days prior to the production commencement date for the ship.

Contract N00024-85-C-8506, page 4 of 53 (Ex. 2). The intent to so incorporate the Supplemental work package was confirmed by NAVSEA's response to Offeror's Questions Nos. 80 and 107,

and the authority delegated to SUPSHIP as discussed in the Statement of Facts section of this REA. Although internally inconsistent and confusing, the Navy's answers do state that the supplemental work package was to be defined by addendum, and thus prior to the award of the contract. NMIW responded to the RFP believing that the work package utilizing the 7,000 Supplemental mandays would be identified and incorporated into the Contract prior to the production commencement date of the ship.

However, at the A-10 date, no such package had been so incorporated. NMIW's position was at that time, and still is now, that none of the Supplemental manhours could be authorized after the A-10 date. The plain meaning of the clause is that Supplemental work was to be identified at a time prior to the start of production--a time when pre-production scheduling was still possible. It is NMIW's position that the Navy reserved only 7,000 mandays (of Emergent work) for new requirements identified once production was under way. Any new requirements authorized in excess of the Emergent reservation should have been priced at NMIW's Forward Pricing Rate of \$220.48 per manday.

SUPSHIP initially concurred with NMIW and issued only Emergent or Forward Priced Modifications during the first few months of the project. The importance of this early concurrence has been highlighted by the Interior Board of Contract Appeals:

[T]he actions of the parties prior to a dispute is the most persuasive evidence of the meaning to be accorded a contract provision which might reasonably be susceptible to differing interpretations.

Cen-Vi-Ro of Texas, Inc., IBCA 718-5-68, 73-1 BCA 19,903 at 46,366 (1973). Both SUPSHIP and NMIW considered the Supplemental reservation to be unavailable in the early production phase of the project. Yet, during October, 1985, SUPSHIP and NAVSEA began the redefinition of the supplemental and emergent work items. It was not until late November of 1985 (after the scope of the additional underwater hull work had been determined) that the Navy began to classify new work as "Supplemental". It was then that this dispute came to a head.

The issue here is solely one of contract interpretation. Contract interpretation is the process of ascertaining the meaning of a promise, agreement, or contract term. See Restatement (Second) of Contracts, §200 (1981). SUPSHIP appears to have accepted NMIW's definition of Supplemental work through November of 1985. Thus that definition should prevail:

Where the parties have attached the same meaning to a promise or agreement or a term thereof, it is interpreted in accordance with that meaning.

Restatement (Second) of Contracts, §201(1) (1981). The Supplemental reservation clause appears to be facially clear and straight forward. The clause plainly states that Supplemental work is to be identified and incorporated prior to the A-10 date. Labor for all new work after that date is to utilize the Navy's Emergent reservation's or NMIW's Forward Pricing Rate.

Although the contract language does not appear to be susceptible to any other interpretation, the Navy now maintains that the clause permitted the use of the supplemental reservation throughout the entire project. The Navy, however, cannot

interject a different meaning merely by, apparently, ascertaining that an ambiguity exists within the contractual language:

It may be stated generally that a contract is not ambiguous merely because the parties have reached conflicting interpretations of its terms. A contract is ambiguous only if it is susceptible of two different and reasonable interpretations each of which is found to be consistent with the contract language.

1 J. McBride & T. Touhey, Government Contracts, §2.10[1] (1978) (emphasis added), citing Appeal of Allison & Haney, Inc., IBCA 587-9-66, 69-2 BCA 7,807 (1969), and Sun Shipbuilding & Drydock Co. v. United States, 393 F.2d 807 (Ct. Cl. 1968).

In order to prevail, the Navy must demonstrate that its interpretation of the Supplemental Work Clause--allowing authorization throughout the project--is (1) reasonable, and (2) consistent with the contract language. Not only is the Navy's use of the reservation unsupported by the contractual language, it directly conflicts with the language establishing the pre A-10 incorporation requirement.

It is, of course, well settled that an interpretation which gives effect to all terms of a contract is to be preferred to one which would nullify or render meaningless other terms of the contract.

Cen-Vi-Ro of Texas, Inc., 73-1 BCA at 46,366 (footnote omitted) citing Hol-Gar Manufacturing Corp. v. United States, 351 F.2d 972 (Ct. Cl. 1965). Whereas NMIW's interpretation is consistent with all of the language used, the Navy's interpretation appears to nullify the essence of the clause.

Even if the Navy can demonstrate an ambiguity in the contractual language, and that it's interpretation of the clause

is reasonable and consistent with that language, NMIW's interpretation must prevail:

To prevail on this issue, it is not essential that plaintiff [the contractor] demonstrate his position to be the only justifiable or reasonable one. A specification susceptible to more than one interpretation, each interpretation found to be consistent with the contract's language and the party's objectively ascertainable intentions, becomes convincing proof of an ambiguity; the burden of that ambiguity falls solely upon the party who drew the specification.

Bennett v. United States, 371 F.2d 859, 861 (Ct. Cl. 1967) citing Peter Kiewit Sons' Co. v. United States, 109 Ct. Cl. 390 (1947).

It is well established that an ambiguity generally operates against the drafter of the ambiguous language. Bennett at 861, see also Restatement (Second) of Contracts, §206 (1981) and cases cited therein.

Furthermore, SUPSHIP's conduct during the early phase of the project demands that NMIW's interpretation of the Supplemental work clause be accepted. SUPSHIP knew of the meaning attached by NMIW. It issued Price Proposals and Modifications at the contractor's Forward Pricing Rate--apparently acquiescing to NMIW's interpretation.

Where the parties have attached different meanings to a promise or agreement or a term thereof, it is interpreted in accordance with the meaning attached by one of them [NMIW] if at the time the agreement was made

(a) That party [NMIW] did not know of any different meaning attached by the other [the Navy], and the other [the Navy] knew of the meaning attached by the first party [NMIW]; or

(b) That party [NMIW] had no reason to know of any different meaning attached by the other [the Navy], and the other [the Navy] had

reason to know of the meaning attached by the first party [NMIW].

Restatement (Second) of Contracts, §201(2) (1981) (emphasis added). SUPSHIP never clearly articulated any interpretation of the Supplemental Work Clause until long after it knew of the meaning attached by NMIW.

A government contractor cannot properly be required to exercise clairvoyance in determining its contractual responsibilities. The crucial question is "what plaintiff would have understood as a reasonable construction contractor", not what the drafter of the contract terms subjectively intended.

Corbetta Construction Co., Inc. v. United States, 461 F.2d 1330, 1336 (Ct. Cl. 1972) (footnote omitted); quoting Norcoast Constructors, Inc. v. United States, 448 F.2d 1400 (Ct. Cl. 1971).

As a reasonably prudent shipbuilder, NMIW understood the Supplemental Reservation Clause to require pre-production identification. This understanding is fully supported by the language of the clause and the contemporaneous activities of both parties. The Navy, on the other hand, never clearly articulated any understanding of the clause under several months after production was underway. When the Navy did finally decide upon a meaning, it adopted a position that actually negated a portion of the language used.

The Navy has not demonstrated that the clause is ambiguous. Even if it can do so now, it has not demonstrated that its interpretation is reasonable and consistent with the language of the clause. All of the rules of interpretation dictate that NMIW's meaning must be adopted. Under that

adoption, the Supplemental Reservation was not available after the A-10 date.

During production, the Navy had an Emergent Reservation of 7,000 mandays to issue as new requirements arose. Labor for work in excess of that reservation should have been priced at NMIW's Forward Pricing Rate. Instead, TYCOM insisted that it had 10,000 reserved mandays (5,000 Emergent and 5,000 Supplemental) which it could use throughout the entire project. NMIW protested the Navy's use of the Supplemental Reservation Clause, but complied with the Navy's interpretation in order to facilitate the orderly completion of it's contractual requirements. Subsequently, labor for the Ballast/Deballast Piping Package was debited from TYCOM's Supplemental Reservation. Labor for the Underwater Hull repairs was charged against TYCOM's Emergent Reservation--possibly because SUPSHIP had previously advised COMNAVSURFPAC San Diego that:

In event TYCOM's supplemental work reservation
is used up, hourly cost rate will be 35.90
dols.

SUPSHIP Seattle Administrative Message, December, 1985, (Ex. 1).

The issuance of the Maximum Priced Modifications for the Ballast/Deballast piping system and the Underwater Hull repair work effectively terminated NMIW's ability to argue for the plain meaning of the clause. NMIW maintained its position until it was clear that the Navy would not yield.

NMIW's subsequent acceptance of work characterized by the Navy as "Supplemental" cannot be said to constitute a

modification of the original contract language. Neither party manifested an intent to modify the Supplemental Work Clause. No contract modification was ever issued redefining the meaning of Supplemental work. At issue here is solely a question of contract interpretation, not one of modification. The Navy adopted, and insisted upon, an interpretation which cannot reasonably be supported by the basic rules of construction. Under that interpretation, the Navy misused the Supplemental manday reservation and in doing so, breached its contractual obligations. NMIW is entitled to compensation for the damages resulting from that breach.

C. Maximum Priced Modification Overruns - Direct Costs

SUPSHIP issued six Maximum Priced Modifications. One has been closed out and it is expected that another four will be settled prior to the submittal of this request. One remains open and is the subject of this REA. Each Modification identified a specific scope of work requested by the Navy. In most cases, the actual work required exceeded that identified by the Modification. This, in fact, was to be expected. Most of the Max Mods contained explanatory language typical of the following:

As there is not sufficient time and/or information in which to negotiate, it is agreed that as a result of the above change, and pending completion of negotiations, a maximum increase in contract pricing is established as follows

Amendment/Modification Continuation Sheet, pg. 2 of 2 (emphasis added), (Ex. 3). The quoted language clearly demonstrates that the full extent of the required work was not known at the time

the individual Max Mods were executed. The Max Mods merely established the cost of the work known as of the date of execution. This REA seeks compensation for additional work identified after the known work began, and/or additional work resulting from existing conditions other than those known at the time the pertinent Max Mod was signed. Requiring NMIW to perform work beyond that contemplated by the Maximum Priced Modifications amounted to the issuance of a constructive change. The cost of work performed under a constructive change is recoverable.

Addressing a contractor's claim that the government required more partition work than that authorized, the General Services of Board of Contract Appeals outlined the rule of constructive changes:

What we needed from appellant, and got only in sketchy terms, was a showing that the work it did went beyond even the installation of 36,160 linear feet of floor-to-ceiling partitions. Here and there we found evidence of such installations as a partition made of lead that extended up through the suspended ceiling to the bottom of the slab above. We are not aware of any contract provision that called for the installation of such partitions. If (1) the Government required appellant to install more feet of partitions [than] the contract called for, or (2) the Government required appellant to install partitions of a type not called for by the contract, or (3) the Government required appellant to install any partitions in a non-standard manner, and (4) appellant has not yet been compensated by the Government for any such installation work, then (5) there was a constructive change and appellant should be paid.

Appeal of Utley-James, Inc., GSBICA 5370, 85-1 BCA ¶17,816 at 89,111 (1984) (emphasis added). NMIW is entitled to its direct

costs of the actual work performed in addition to the Max Mod work.

D. Additional Underwater Hull Repair - Impact Costs

The tremendous amount of additional hull repair work and the manner in which the Navy went about authorizing it severely displaced NMIW's planned work sequence. Additionally, the package caused NMIW to suffer labor inefficiencies in the performance of its remaining contractual obligations. Displacement and inefficiency costs resulting from an ordered change are recoverable. To date, NMIW has not been compensated for these costs nor has it waived or released its right to claim them at this time.

As early as September 15, 1985, SUPSHIP made it clear that, because of the private/public shipyard competition, it would negotiate changes on the basis of "work scope" only and that inefficiency and displacement costs would not be considered unless "absolutely quantified". See Statements of Dan Enz recorded in the Project Notes of G. Newell dated September 15, 1985 and November 22, 1985 (Ex. 1). This is a standard much higher than that imposed on a contractor by law:

A claimant need not prove his damages with absolute certainty or mathematical exactitude. (Citations omitted). It is sufficient if he furnishes the court with a reasonable basis for computation, even though the result is only approximate. (Citations omitted). Yet, this leniency as to the actual mechanics of computation does not relieve the contractor of his essential burden of establishing the fundamental facts of liability, causation, and resultant injury (citations omitted).

Appeal of Ingalls Shipbuilding Division, Litton Systems, Inc., ASBCA 17579 78-1 BCA ¶13,038 at 63,668 (1978) quoting Wunderlich Contracting Co. v. United States, 351 F.2d 956, 968-69 (Ct. Cl. 1965).

Although an absolute quantification is not required, a contractor cannot reach the other extreme and propose a recovery based upon the so-called "total cost approach". The Ingalls Shipbuilding board addressed the gray area in between these two extremes.

The use of a so-called total cost approach is not prohibited per se. [Citation omitted]. However, because of the dangers inherent in such approach, it is subject to careful scrutiny so as to satisfy the adjudicating body that the Government is not charged with the difference between actual costs incurred and the bid merely because the difference exists. Therefore, various tests or considerations have been developed to assure that there is some reasonable basis upon which to make a determination of quantum. Essentially, the courts and boards will permit recovery where convinced that proper safeguards exist, that there is no better method of proving costs, and that there is some basis of reaching a determination of a reasonable amount related to the entitlement found. [Citations omitted]. Proof of quantum need not be exact.

Ingalls Shipbuilding, 78-1 BCA at 63,667-68.

SUPSHIP's instructions to price changes at direct cost only, coupled with its unwillingness to even consider any impact costs "unless absolutely quantified", amounted to a flat refusal to negotiate any inefficiency and displacement costs arising from the additional work. Such a refusal is demonstrated not only by the Navy's statements to NMIW but also by the executed modifications, themselves. Even the most cursory review of the

executed Maximum Priced Modification indicates that the parties addressed direct costs only. In fact, the preceding subsection established that even the direct costs of the identified work could not be accurately predetermined. Clearly, SUPSHIP's refusal to consider impact costs cannot be said to evidence an intent to include such costs in the Maximum Priced Modification. Without such an intent, the Modification cannot work an accord and satisfaction of NMIW's claim of compensation for such impact costs.

An accord and satisfaction has been defined by the Court of Claims as follows:

Discharge of a claim by accord and satisfaction "means a discharge by the rendering of some performance different from that which was claimed as due and the acceptance of such substituted performance by the claimant as full satisfaction of his claim." 6 Corbin, Contracts §1276 (1962). An accord and satisfaction has been aptly described in the following manner:

"The essential elements of an effective accord and satisfaction are proper subject matter, competent parties, meeting of the minds of the parties, and consideration. And its most common pattern is a mutual agreement between the parties in which one pays or performs and the other accepts payment or performance in satisfaction of a claim or demand which is a bona fide dispute. * * *"

Brock & Blevins Co. v. United States, 343 F.2d 951, 955 (Ct. Cl. 1965) quoting, Nevada Half Moon Mining Co. v. Combined Metals Reduction Co., 176 F.2d 73, 76 (10th Cir. 1949). Thus, an accord and satisfaction can operate as a bar to subsequent compensation where the contractor agrees to accept a change order or contract modification as full and complete settlement of the cost of the

ordered change. However, an accord and satisfaction is not accomplished where the parties understand that the modification only addresses a portion of the contractor's compensable costs.

The language used by the Navy when drafting the Maximum Price Modification also supports NMIW's belief that it was being compensated only for the direct costs of the specifically enumerated work. A comparison of the language of the fixed priced modifications to that of the Max Mods reveals a notable omission. The fixed priced modifications typically contain language as follows:

The change in delivery dates, target costs, target profit, target price, or ceiling price described above is considered fair and reasonable and has been mutually agreed upon in full and final settlement of all claims arising out of this modification and any other modifications or change orders indicated above, including all claims for delays and disruptions resulting from, caused by, or incident to such modifications or change orders.

Amendment/Modification Continuation Sheet, pg. 2 of 2 (Ex. 3).

The Maximum Priced Modification for the Underwater Hull work, A00013, notably contains no such language. In fact, the Max Mod states that there is not sufficient time and/or information in which to negotiate a full and final settlement for the proposed work:

As there is not sufficient time and/or information in which to negotiate, it is agreed that as a result of the above change, and pending completion of negotiations, a maximum increase in contract pricing is established as follows . . .

Modifications A00013, Block 14.2 (emphasis added) (Ex. 3). If there was not sufficient time and/or information in which to

negotiate the direct costs of the enumerated work, there certainly was not sufficient time and/or information in which to negotiate the associated displacement and inefficiency costs. There simply was not a manifested intent to execute the Maximum Priced Modification as an accord and satisfaction of all claims arising out of this additional hull repair work.

The Armed Services Board of Contract Appeals has adopted the Brock & Blevins Co. definition of accord and satisfaction. In Appeal of Ingalls Shipbuilding Division, Litton Systems, Inc., ASBCA 17579, 78-1 BCA ¶13,038 at 63,662 (1978), the Navy ordered numerous changes to a shipyard's contracts to construct four nuclear attack submarines. The extent of those changes, and the manner in which they were ordered, impacted not only the contractor's work on the submarine contracts but also its ability to perform other work in the yard. The Navy, however, refused to consider any impact claims when negotiating contract modifications. Addressing the possibility of accord and satisfaction, the Board found that:

In our opinion the facts in this appeal indicate that at least one of the essential elements which must be present before there can be an accord and satisfaction is missing. The facts here actually show that neither side intended nor understood that any of the various releases were to cover this dispute. Appellant's contract negotiator specifically excluded them after being told not to include such amounts. While none of the Government witnesses testified they could recall telling appellant to exclude so-called impact claims when negotiating changes under the submarine contract, the Government contract negotiator did testify that, while he could not recall any such discussion, his response would have been as represented by appellant's contract negotiator (Finding 106). Since there was no

intention by either party that any increase in contract price include payment for the amount sought in this appeal, we conclude that there was no accord and satisfaction.

Ingalls Shipbuilding, 78-1 BCA at 63,663. (Emphasis added).

Here, as was the case in Ingalls Shipbuilding, the parties' contemporaneous actions demonstrate that the executed contract modifications were not intended to include compensation for inefficiency and displacement costs. There was no meeting of the minds on this issue and thus there can be no accord and satisfaction stemming from the executed Maximum Priced Modification. Similarly, the General Services Board of Contract Appeals has found that an executed modification does not necessarily bar subsequent claims for indirect costs associated with the ordered change:

Appellant's position is very straight forward. It argues that when the contract modifications were negotiated for the various changes, it was not certain that "extended overhead" costs would be incurred and therefore it did not negotiate an adjustment for such costs.

* * *

The government argues that where a change order is accepted without protest it is considered a final agreement as to the equitable adjustment and the time extension stated therein, and is a bar to any further claim by the contractor, [citations omitted]. The government further argues that an intention to reserve any items for future claim must be clearly and explicitly expressed [citation omitted].

* * *

[T]here is not an absolute requirement that a contractor affirmatively reserve its claim.

* * *

It is unrealistic to expect a construction contractor always to be in a position to price forward a required change arising during the course of performance with full awareness of the impact the changes will have on the project. Of course, the parties could agree to do so.

In this case, the behavior of the parties belies the contracting officer's position that the monetary adjustments in the initial contract modifications constitute final and complete adjustments for those changes. As stated above, the record . . . indicates a tacit understanding between the parties that some cost elements were excluded from appellant's original pricing proposals. Such behavior of the parties negates any implication that a mutual agreement in full satisfaction of appellant's claim for equitable adjustment was reached.

Roberts Construction Co., GSBGA 5724, 81-1 BCA ¶15,104 at 74,731-32 citing Blake Construction Co., Inc., GSBGA 4742, 80-2 BCA ¶14,756 (1980).

In Blake Construction Co., Inc., the GSBGA determined that an executed contract modification did not bar, by accord and satisfaction, the contractor's subsequent claim for impact costs.

The Government relies on this Board's decision in Dawson Construction Co., GSBGA 3998, 75-2 BCA ¶11,563, in arguing that appellant cannot claim any further adjustment in the contract price as a result of Change Order No. 124. The Board stated in Dawson, supra, at 55,203:

"It is well established that where a Change Order is accepted without protest it is considered a final agreement as to the equitable adjustment and time extension stated therein and a bar to any further claim by the contractor.

While there is no dispute that appellant did not expressly reserve its claim to impact damages, appellant nevertheless insists upon its right to assert its claim, relying upon

the decision of the Court of Claims in Emerson-Sack-Warner Corp. v. United States, [416 F.2d 1335 (Ct. Cl. 1969)]. That decision involved the unprotested signing of a change order that granted a time extension but was silent about any increase in the contract price and contained no reservation of a claim to such a cost adjustment.

* * *

The Board agrees with appellant that Change Order No. 124 does not constitute a mutual agreement in satisfaction for the claim for impact costs. We need not disturb our previous holding in Dawson, that an unprotested change order constitutes a final agreement with respect to "the equitable adjustment and time extension stated therein . . ." (Emphasis added). However, Dawson must be read to cover only those claims which are or should be genuine issues in dispute at the time the change order is issued. Unless specifically represented otherwise, a change order should not and cannot be interpreted to discharge a claim which is not genuinely in actual or potential dispute at the time, for there can be no mutual agreement with respect to that claim.

* * *

We conclude that the contracting officer never intended to pay for impact costs as a part of the "direct costs" allowed here for the changed work. The record suggests that impact costs were not even in dispute at the time of the equitable adjustment for the changed work, particularly in view of the commonly held notion that Rice precluded payment. There is no evidence that impact costs were ever the subject of negotiations preceding the equitable adjustment for the changed work.

* * *

In view of the absence of impact costs as a genuine issue of fact at the time of the equitable adjustment, and in view of the apparent silence of Change Order No. 124 with respect to the discharge of appellant's claim for impact costs, the Board concludes that Change Order No. 124 does not manifest a

mutual agreement in satisfaction of appellant's present claim, and therefore does not discharge that claim by accord and satisfaction.

Blake Construction Co., Inc., GSBGA 4742, 80-2 BCA ¶14,756 at 72,838-39 (1980).

In Blake, impact costs were not negotiated because the contracting officer believed that the Rice Doctrine barred his authority to authorize compensation for such costs. Although the Rice Doctrine is not known to be a factor in this REA, the analogy is still on point. In both cases, impact costs were not a subject of negotiation prior to the execution of the relevant contract modification. In fact, the Maximum Priced Modification was issued in the present case because NMIW and SUPSHIP could not fully negotiate the direct costs of the additional Underwater Hull work. Inefficiency and displacement costs were simply not the subject of the Max Mod and, thus, the modification cannot work an accord and satisfaction of those costs. There was no bona fide dispute relating to these costs at the time of execution of the modification.

The next level of inquiry must be into the effect, if any, given to the release language printed on SUPSHIP's Standard Price Proposal Form 4265/1:

The undersigned agrees that the above-specified work will be accomplished at the price stated above, which includes costs of all delays and/or disruptions involved in this work and will be completed by the current job order completion date, unless specified above.

Modification A00013 (emphasis added), (Ex. 3). Yet, on these forms, no price is "stated above". The "total price" line

immediately above the release language is blank on both modifications. Also left blank are the contractor and government signature lines immediately following the above-quoted language. (See Ex. 3).

The Court of Claims has spoken on the inclusiveness of contractual release language:

In *L. W. Packard & Co. v. United States*, 66 Ct. Cl. 184, at pg. 192, this court said:

"We need not cite authorities to sustain the fact that a receipt or release, however inclusive in terms, is subject to explanation as to the subject matter of the accord and satisfaction."

We think this statement is good law. We see no tendency of the law in the direction of evaluating form over substance; or of imposing upon parties a bargain which they never intended to make.

Nippon Hodo Co., Ltd. v. United States, 160 F. Supp. 501, 502 (Ct. Cl. 1958).

The unexecuted release language on the 4265/1 Price Proposal exists in form only. Plainly stated, none of the parties executed these price proposal forms. The Amendment-Modification Form incorporates the Specification language of the Price Proposal but does not expressly incorporate the Price Proposal form itself. Furthermore, the proported release language, as drafted, is meaningless absent an accompanying price and the required signatures.

The inoperative release language of the Price Proposal form, the absence of the normally included release language on the Modification Form itself, and the Modification language

noting the lack of sufficient information by which to negotiate final costs, all indicate that the Maximum Priced Modification was not intended to release NMIW's right to claim displacement and inefficiency costs at a later date.

Displacement and inefficiency costs are properly characterized as "Cumulative Impact Costs.". These costs would not have been released even if the language had been properly executed. Again, the Ingalls Board illustrates:

Since we have held that there was no accord and satisfaction addressed specifically to the claims before us, we must consider whether any of the various releases executed in supplemental agreements to the contracts involved in this appeal act as a bar in whole or part to the claims before us. Hundreds of supplemental agreements were executed to the three submarine contracts. The release language varied depending upon the purpose of the particular agreement. Most of the supplemental agreements executed prior to July, 1970 concerned changes made in construction of the submarines. These contained the type of language set forth in finding 105 and recited that it:

. . . is considered to be fair and reasonable and has been mutually agreed upon in full and final settlement of all claims arising out of this modification and any other modifications or change orders indicated above including all claims for delays and disruption resulting from, caused by, or incident to such modifications or change orders.

We do not consider this group of supplemental agreements to have released the claims in the instant appeal. Each of those releases was for the particular modifications or change orders referenced in that agreement. Recovery for the claims in this appeal arose from various constructive suspensions of work and the priority commitment which affected the

'impacted' vessels. These were not encompassed in such releases.

The government maintains that since each of the supplemental agreements released delay and disruption costs for the group of changes covered thereby and since the claims in this appeal are based on delay/disruption caused by the cumulative effect of all these changes, appellant cannot recover. In effect, the argument is that the effect from all the changes cannot be greater than the sum of all the parts thereof. We do not agree. The entire basis for recovery of an impact or ripple claim is that the effect of changes can and does create costs beyond those attributable to the changes themselves.

Ingalls Shipbuilding 78-1 BCA at 63,663 (Emphasis added). Thus, the ASBCA distinguished between "direct impact costs" and "cumulative impact costs" finding that such cumulative costs were not extinguished by the modification's release language.

The ASBCA distinction was elaborated upon by the General Services Board of Contract Appeals in Appeal of Pittman Construction Co., GSBCE 4897, 81-1 BCA ¶14,847 (1980). There, the Board undertook an extensive review of impact claims since the United States Supreme Court decision of United States v. Rice, 317 U.S. 61 (1942). See Pittman Construction Co. 81-1 BCA at 73,294-97. Addressing the distinction drawn in Ingalls Shipbuilding, the Pittman Board said:

What the ASBCA appears to be saying in Dyson [78-2 BCA ¶13,482 (ASBCA 1978)] and Ingalls, at least by implication, is that there are two kinds of impact costs: (1) those arising out of each change viewed individually, and (2) those that result from the "cumulative impact" of changes. The inference to be drawn is that costs of unchanged work resulting directly from changes have always been compensable without regard to the Rice Doctrine and that

the post-1968 Changes Clause was needed only to make cumulative impact claims compensable.

The ASBCA appears to be unique in distinguishing the two sorts of impacts cost claims.

* * *

The GSBICA, though liberal in allowing recovery of impact costs under post-1968 Changes Clauses, has never dealt with the distinction between the two kinds of impact cost claims drawn by the ASBCA. [citations omitted]. In this case, appellant seeks an adjustment for cumulative impact, apparently applying the distinction created by the ASBCA. We must therefore consider whether we can grant an equitable adjustment on that basis in this case.

* * *

We perceive three questions with regards to appellant's cumulative impact claim: (a) Will this Board grant recovery on this sort of claim? (b) Is this particular claim barred by appellant's agreement to the forward pricing of all 206 change orders? (c) Has appellant proved its claim? We answer yes to the first question, a very qualified no to the second, and a firm no to the third.

Pittman Construction Co., 81-1 BCA at 73,297.

Finding that the cumulative impact claim appears to be "more of a historical accident than a genuinely distinct constructive change claim", the GSBICA adopted a resolution slightly different from that of the ASBCA:

The constructive change for cumulative impact does not strike us as the best device for such a surgical task as excising impact costs negotiated during the pricing of a change from impact costs not negotiated. Rather, we see the process as incremental: At some point, the contractor ought to begin to detect costs of performance that are not being absorbed by the priced change orders. The contractor may not know for sure that these are additional impact costs, but it ought at

least to get suspicious. Once it suspects these costs, it is obligated to claim them, and we think it appropriate, in absence of some reason justifying a contrary conclusion, to treat a priced change as including all costs of this sort that a contractor raised or should have raised during the pricing negotiations. Dyson did just this when a contract clause explicitly required such costs to be raised in the negotiation of an equitable adjustment.

Pittman Construction Co., 81-1 BCA at 73,298 (Emphasis added).

NMIW did become suspicious that it was incurring cumulative impact costs. See, project notes of G. Newell dated November 25, 1985. It advised the Navy of as much of its Weekly Head's Up Report of November 11, 1985 and in subsequent reports thereafter. After that suspicion arose, as the Pittman board observed, it would have been "appropriate, in the absence of some reason justifying a contrary conclusion, to treat a price change as including all costs of this sort . . ." Id. at 73,298. Here, however, the reason justifying a contrary conclusion is that SUPSHIP completely refused to discuss inefficiency and displacement costs even though NMIW Had advised it that such costs were being incurred.

Finding that cumulative impact costs are recoverable, the Pittman Board then considered whether the contractor's claims for such costs were barred by the previously executed change orders. The Board found that such claims were not barred:

In William Passalacqua Builders, Inc., GSBCA 4205, 77-1 BCA ¶12,406, one of the cases in which we acknowledged the recoverability of impact costs as a general matter, we held the appellant barred from recovering impact costs resulting from change orders that had been forward priced without qualification. We quoted from our earlier decision in Dawson

Construction Co., GSBGA 3998, 75-2 BCA ¶11,563 at 55,203:

It is well established that where a Change Order is accepted without protest, it is considered a final adjustment as to the equitable adjustment and time extension stated therein and a bar to any further claim by the contractor.

Quoted in Passalacqua, supra, at 60,091. We then held that the appellant could not recover any impact costs associated with change orders executed prior to the date the appellant first notified the contracting officer that it was incurring impact costs.

Examination of Dawson and Passalacqua reveals that the bar erected by those cases is not nearly as absolute as it appears. Dawson specifically recites that the Board "found no oral understanding between the parties which would serve to alter the written provisions of the change order," 75-2 BCA at 55,203, thereby permitting the inference that proof of a contrary understanding could cause the Board to reach a different conclusion.

* * *

Thus, these cases turn on their facts and are distinguishable from cases in which the parties expressly or tacitly agree that certain categories of costs were not part of their agreement.

A recent opinion in Blake Construction Co., Inc., GSBGA 4742, 80-2 BCA ¶14,756, considered a situation in which the Government felt prohibited by the contract from dealing at all with a certain category of claimed costs. In that case, the Government raised the Rice doctrine as a bar to the increased direct costs of unchanged work resulting from a change. We held that the Government had erred in refusing to compensate the appellant for such costs. We further held that since the contracting officer had disclaimed all authority to pay those costs and had never intended to pay them, the Government could not invoke any executed contract modifications to bar the appellant's recovery of these costs.

Appeal of Pittman Construction Co., GSBKA 4897 81-1 BCA ¶14,847, at 73,299 (1980) (Emphasis added).

The Statement of Facts section of this REA clearly shows that SUPSHIP tacitly, if not expressly, agreed that both direct impact costs and cumulative impact costs (displacement and inefficiency costs in this case) were not considered, and not compensated for, in the executed Maximum Priced Modification. NMIW is entitled to compensation for these costs.

Thus far, this subsection establishes that displacement and inefficiency costs are recoverable, and that NMIW's has not released its right claim to such costs. The remainder of this subsection will define those costs and establish NMIW's entitlement to each.

Impact costs, in general, are often referred to as "Delay and Disruption". The disruption element is sometimes subdivided into costs attributable to inefficiency, and those attributable to displacement. Inefficiency results when an impact causes a contractor to utilize more manhours than otherwise required to perform certain work items. Displacement costs are those incurred when an impact forces the contractor to perform basic contract work in a time period other than that originally scheduled. The ASBCA has found that displacement is actually an element of delay, but continues to treat such costs separately. See Ingalls Shipbuilding Division, Litton Systems, Inc., ASBCA 17579, 78-1 BCA ¶13,038 at 63,683 (1978). This REA follows the direction of the ASBCA.

NMIW's claim for cumulative impact costs may be summarized as follows: First, NMIW seeks compensation for the displacement of its original contract work that resulted from the additional Underwater Hull work and the expanded dry dock period. Secondly, NMIW seeks compensation for the labor inefficiencies that this expanded scope imposed upon NMIW's manhour production rates. NMIW's entitlement to displacement and inefficiency costs stems from the contract's Changes Clause, FAR 52.243-1 (APR 1984), incorporated into the contract by reference. See pg. 39 of 53. The clause states:

CHANGES--FIXED PRICE (APR 1984)

(a) The Contracting Officer may at any time, by written order, and without notice to the sureties, if any, make changes within the general scope of this contract in any one or more of the following:

(2) Drawings, Designs, or Specifications. When the supplies to be furnished are to be specially manufactured for the Government in accordance with the drawings, designs, or specifications.

(2) Method of Shipment or Packing.

(3) Place of Delivery.

(b) If any such change causes an increase or decrease in the cost of, or the time requirement for, performance of any part of the work under this contract, whether or not changed by the order, the Contracting Officer shall make an equitable adjustment in the contract price, the delivery schedule, or both, and shall modify the contract.

(c) The Contractor must submit any "proposal for adjustment" (hereinafter referred to as proposal) under this clause within the 30 days from the date of receipt of the written order. However, if the Contracting Officer decides that the facts justify it, the Contracting Officer may

receive and act upon a proposal submitted before final payment of the contract.

(d) If the Contractor's proposal includes the cost of property made obsolete or excess by the change, the Contracting Officer shall have the right to prescribe the manner of the disposition of the property.

(e) Failure to agree to any adjustment shall be a dispute under the Disputes clause. However, nothing in this clause shall excuse the Contractor from proceeding with the contract as changed.

FAR 52.243-1 (APR 1984) (Emphasis added).

The Changes Clause expressly states that the Contracting Officer shall make an equitable adjustment if an ordered change increases the cost of the performance of any work required by the contract. TYCOM's ordered changes to the Underwater Hull repairs caused a substantial increase in the cost of performing a large part of the remaining work. Under the Changes Clause, NMIW is entitled to both its displacement and inefficiency costs as an "increased cost of performance".

The basic premise upon which an equitable adjustment is founded has been aptly stated by the Court of Claims:

Equitable adjustments in this context are simply correct measures utilized to keep a contractor whole when the Government modifies a contract. Since the purpose underlying such adjustments is to safeguard the contractor against increased costs engendered by the modifications, it appears patent that the measure of damages cannot be the value received by the Government, but must be more closely related to and contingent upon the altered position in which the contractor finds himself by reason of the modification. We held this view in the early case of *McFerran v. United States*, 39 Ct. Cl. 441 (1904).

Bruce Construction Corp. v. United States, 324 F.2d 516, 518 (Ct. Cl. 1963). Thus, the court is focusing upon the contractor's actual costs incurred as a result of the ordered change.

Although many board decisions awarding impact costs involve some sort of government-imposed suspension of work, it is of no consequence that NMIW seeks recovery under the Changes Clause as opposed to the contract's Delay of Work provisions (the government's standard Suspension of Work Clause was not incorporated into this contract). Displacement and inefficiency costs are recoverable under either:

Wholly apart from the Suspension of Work Clause, it is established that under the Changes and Changed Conditions articles, the equitable adjustment can include increases costs which were the direct and necessary result of the change or the changed condition, where that condition or change directly leads to disruption, extra work, or new procedures. See Paul Hardeman, Inc. v. United States, 406 F.2d 1357, 186 Ct. Cl. 743 (1969); Ivey Brothers Construction Co., Eng. BCA No. 1764 (1960). At least a portion of the claimed cost increase in this case--it is unnecessary to determine how large a portion--falls within this class and would be recoverable even if a Suspension of Work clause had been omitted from the contract.

Merritt-Chapman & Scott Corp. v. United States, 429 F.2d 431, 432 (Ct. Cl. 1970) (Emphasis added). See also, Purvis v. United States, 216 Ct. Cl. 398 (1978), where the court allowed recovery of impact costs even though no time extension was granted and the contractor completed the project on time.

Purvis addressed a contractor's claim for the costs of accelerated performance resulting from government-imposed disruptions:

Plaintiff was awarded a contract to construct the Federal Exhibit Buildings at the Seattle World Fair. Time was of the essence, for the buildings had to be completed for the opening of the Fair in April, 1962. Thus, plaintiff was forced to accelerate performance to counteract the delaying effect of disruptions, of which there were many, in the work schedule. A good many of the delays were excusable, and most are attributed by plaintiff to indiscriminate change orders, hold orders, and stop work orders allegedly issued by defendant.

Purvis v. United States, at 399. Reviewing the GSBICA's disposition of this matter, the Court observed:

[T]he Board noted the absence of a suspension of work clause and failed to consider, in computing the award due plaintiff, any portion of its claim other than those costs which the Board deemed attributable "solely" to the efforts in accelerating performance. The Board stated that '[t]he concept of acceleration does not embrace delays, stand-by or efficiency losses, rather it is the effort required to overcome these causes which have put the work behind schedule.' After noting that much of plaintiff's proof was directed to showing that the government was responsible for delays and disruptions entitling plaintiff to time extensions, the Board proceeded to make a very limited award for acceleration costs. It is clear that plaintiff is entitled to recover more than the amount arrived at by the Board.

* * *

Although the traditional 'suspension of work' clause is absent from the written contract which otherwise contains most of the standard federal procurement clauses, this does not operate to preclude an equitable adjustment reflecting all the claims relating to government caused expense. The Board attempted a strict deliniation of the extra costs which could be ascribed to acceleration, excluding costs it attributed instead to delays and disruptions caused by defendant, according to an arbitrary formula.

* * *

The concept of an equitable adjustment as awarded under the changes clause is flexible enough to provide full monetary relief to this plaintiff. Equitable adjustments are intended to serve as 'corrective measures * * * (which) keep a contractor whole when the government modifies a contract.' Bruce Construction Corp. v. United States, 163 Ct. Cl. 97, 100, 324 F.2d 516, 518 (1963); see Pacific Architects & Engineers, Inc. v. United States, 203 Ct. Cl. 499, 508, 491 F.2d 734, 739 (1974). Although it is often possible to analyze a claim under more than one theory of recovery, ultimately the proper focus is on the amount of money which should be due a contractor when the transaction is completed. General Builders Supply Co. v. United States, 187 Ct. Cl. 477, 483, 409 F.2d 246, 250 (1969).

* * *

In Paul Hardeman, Inc. v. United States, 186 Ct. Cl. 743, 406 F.2d 1357 (1969), the government argued that the extra costs incurred by contractor, who had encountered a changed condition, were attributable instead to delay, and were not compensable under the changed condition article. . . . The court went on to hold that in the absence of an actual delay, the extra costs of performance were attributable to the changed condition and the contractor should be awarded an equitable adjustment under the changed condition article.

* * *

As a result of acceleration, it appears that there was only nominal delay in the completion of the contract, but the plaintiff would have been entitled to time extensions for excusable delays. It also appears that the actual delay in the completion of the contract was less than a month--March 25 to April 16, 1962. Defendant says this delay is full accounted for by a month of subcontractor delays for which it is not responsible. To the extent this is correct, no part of plaintiff's claim for delay is for 'delay damages' caused by defendant. Instead, the immutability of the April 1962 deadline forced the acceleration of

performance under the contract. . . . [T]he absence of a suspension of work clause does not preclude plaintiff from recovering the additional costs in excess of the acceleration costs allowed by the Board, that are the direct and necessary result of constructive changes which should have been but were not covered by change orders.

Id. at 400-02 (emphasis added).

SUPSHIP's "direct cost only" pricing policy effectively removed from NMIW the option of seeking a time extension although NMIW was clearly entitled to one. The disruption imposed by the additional Underwater Hull work occurred during the critical drydock phase of the project, and extended the undocking milestone by three weeks. Faced with this impact, NMIW had the option of either performing work on the drydock which had originally been scheduled for the wet berth adjacent to NMIW's shops, or in theory, it could have postponed the later work until the ship was at the wet berth and seek an extension of the project's completion date. However, this latter choice was not actually available to NMIW.

A schedule extension brings with it certain increase costs beyond the direct cost necessary to complete the changed or delayed work. These indirect costs may be properly classified as impact costs similar to those discussed above. SUPSHIP's "direct cost only" policy set a clear message to NMIW that impacts cost would not be compensated for. NMIW's projections, made at the time that the additional hull work became known, indicated that it would be more cost effective to proceed on an accelerated basis and finish the ship on time than it would be to absorb the uncompensated costs of an extended project.

There were also indications that a time extension was not available. TYCOM insisted that the labor for the hull work be debited from its "newly defined" supplemental and/or emergent reservations. Pg. 5 of 53 of the contract states that:

The Navy intends for all supplemental and emergent work authorized for the repair and alteration of the vessels [sic] to be compatible with the duration of scheduled performance periods.

Contract No. N00024-85-C-8506, pg. 5 of 53 (emphasis added), (Ex. 2).

Furthermore, where as the Suspension of Work clause allows a contracting officer to suspend work and thereby delay the project, the Government Delay of Work clause, FAR 52.212-15 (APR 1984), as incorporated into this contract, grants the contracting officer no such ability, thus raising the inference that time was of the essence.

Although the interim milestone dates were contractor furnished, the production period commencement and completion dates were established in the RFP by the Navy. The Navy never gave any indication that an extension was available. To the contrary, the Navy repeatedly pressured NMIW to meet the milestone dates. In fact, continual pressure came from SHIP's FORCE once it finally organized its own work package. A schedule extension was simply not an option. The costs of NMIW's accelerated performance are recoverable under the contract's Changes Clause. See Purvis v. United States, 216 Ct. Cl. 398 (1978); Merritt-Chapman & Scott Corp. v. United States, 429 F.2d 431 (Ct. Cl. 1970); Paul Hardeman, Inc. v. United States, 406

F.2d 1357 (Ct. Cl. 1969); and the above discussion. Specifically, displacement and inefficiency costs are recoverable.

Concerning displacement costs, a contractor may recover for the damages sustained when the government interferes with the planned work sequence and the contractor's production is subsequently disrupted. See Laburnum Construction Corp. v. United States, 325 F.2d 451 (Ct. Cl. 1963) where the Court of Claims founded:

[P]laintiff maintains that any Government-caused delay was a breach of contract for which it ought to recover. Defendant says that the changes article permitted it to delay the contractor while it made changes in the specifications, and that, under that clause, plaintiff is entitled to receive only an extension of time and an equitable adjustment of the price to cover the increase in time and costs, plus a reasonable profit incident to the making of the change.

We think the critical factor in this case is that all of the delay to which plaintiff was subjected came about because the specifications were deficient. Were this not the case, defendant's contention would be correct: plaintiff would have no right to complain if the defendant's exercise of its reserved right to make changes set its work schedule awry. See J. A. Ross & Co. v. United States, 115 F. Supp. 187, 126 Ct. Cl. 323 (1953). At least this would be so if defendant had acted with due alacrity. See Anthony P. Miller, Inc. v. United States, 77 F. Supp. 209, 111 Ct. Cl. 252 (1948). In this case, however, plaintiff had contracted to do the work in accordance with the specifications defendant had prepared, and defendant was, therefore, under a duty not to render the project more expensive than it would have been if the contractor had complied with the plans. In United States v. Spearin, 248 U.S. 132, 39 S.Ct. 59, 63 L.Ed. 166 (1918), the Supreme Court held, that in a case where specifications prescribed the character, dimensions, and location of the construction work, the Government implicitly warrants that

the contractor, if he complies with the specifications, will be able to complete the project within the contemplated period of time. This warranty is akin to the condition implied in every construction contract that neither party will do anything to hinder the performance of the other party. See J. A. Ross & Co. v. United States, supra; George A. Fuller Co. v. United States, 69 F. Supp. 409, 108 Ct. Cl. 70 (1947). If faulty specifications prevent or delay completion of the contract, the contractor is entitled to recover damages for the defendant's breach of its implied warranty. United States v. Spearin, supra; Warren Brothers Roads Co. v. United States, 105 F. Supp. 826, 123 Ct. Cl. 48 (1952). Those damages extend to the costs incurred by reason of idleness resulting from the mistakes in the plans. The defendant cannot, by errors in the specifications, cause delay in plaintiff's completion of the work and then compensate plaintiff merely by extending its performance time and by payment of any added direct costs occasioned by changes to correct those errors.

Id. at 457-58 (footnote omitted) (Emphasis added). First, it cannot be said that TYCOM "acted with due alacrity" in making the underwater hull changes--the changes that set NMIW's production schedule awry.

The following statement is taken from a draft of the SUPSHIP Post Overhaul Review:

At the direction of CNSP, SUPSHIP Seattle would provide TYCOM with Class "F" estimates for numerous growth and new work requirements, many of which were undocking and/or LOE critical.

TYCOM would not respond to SUPSHIP Class "F" estimates but in turn would direct SUPSHIP to obtain contractor estimates. To meet this new requirement, SUPSHIP would have to write detailed specifications and forward same to the contractor for him to estimate the work.

* * *

By this process of writing, estimating and have contractor estimate work that may never be included in the work package, instead of taking a few days to get work authorized, it now would require a few weeks, and in some cases longer.

As in the cases of the Ballast/Deballast Piping System repairs and Hull/Seam Weld repairs, it took TYCOM several weeks to authorize the work.

Post Overhaul Review Draft, presentation by Dan Enz, pg. 2 of 12 (Ex. 1). On this project, TYCOM's approval process proceeded with something far less than the alacritous promptness, or readiness, characterized by the Court of Claims in Miller.

Secondly, the Navy is obligated to pay the entire resulting costs once such a change is ordered. Whether the additional hull is characterized as resulting from specification omissions or changed conditions is of no consequence:

Ordinarily, defendant [government] is entitled to make necessary changes, but where the change is necessitated by defective plans and specifications, defendant must pay the entire resulting damage without any deduction for time to make changes, as would be the case if the redesign were necessitated by a changed condition or the like.

Luria Brothers & Co. v. United States, 369 F.2d 701, 709 (Ct. Cl. 1966) (Emphasis added). Displacement costs are an element of the "entire resulting damage" referred to by the Luria court. Such costs, which includes the ripple effect of a government imposed disruption, have been expressly recognized as recoverable by several boards of contract appeals. See Appeal of Ingalls Shipbuilding Division, Litton Systems, Inc., ASBCA 17579, 78-1 BCA ¶13,038 (1978); Appeal of Pittman Construction Co., GSBCA

4897, 81-1 BCA ¶14,847 (1980) aff'd on motion for reconsideration 81-1 BCA ¶15,111 (1981).

Ingalls and Luria acknowledged that compensation for labor inefficiencies are recoverable as well. Ingalls allowed recovery of labor inefficiencies calculated by use of the following formula:

Actual Manufacturing Hours - (Bid Hours +
Change Hours + Manufacturing Hours Adjusted
for Material Underbids + Delay Hours) =
Manufacturing Hours Due to Inefficiency

Ingalls at 63,679. Once determined, the total inefficiency hours were time phased "on a monthly basis over the entire performance period pro rata to the total manufacturing labor expended for that month . . .". Id. Although the government argued that the formula was merely an impermissible use of the Total Cost approach, the Board observed:

In the introduction of this part of our opinion we have already discussed why a total cost or total time can be used in reaching a quantum determination if appropriate safeguards are used and if the trier of fact concludes the amount constitutes a reasonable approximation of costs for the claim and no better method exists.

* * *

We view the starting "or should have cost" figure an appropriate beginning point for a claim such as that presented here. Because the figures we reached included an amount for material underbids, any computations under this section need not include such amounts again. In our opinion and we so conclude, the record is sufficient for us to make a determination of the labor hours which are attributable to inefficiency in the shipyard for each of the vessels in this claim.

Id. In Luria, the Court of Claims stated:

That loss of productivity of labor resulting from improper delays caused by defendant is an item of damage for which plaintiff is entitled to recover admits of no doubt, [citation omitted]; nor does the impossibility of proving the amount with exactitude bar recovery for the item. [citations omitted].

In *Story Parchment Co. v. Paterson Parchment Paper Co.* [citation omitted] . . . the Supreme Court said, [citation omitted]:

It is true that there was uncertainty as to the extent of damage, but there was none as to the fact of damage; and there is a clear distinction between the measure of proof necessary to establish the fact that petitioner has sustained some damage and the measure of proof necessary to enable the jury to fix the amount. The rule which precludes the recovery of uncertain damages applies to such as are not the certain result of the wrong, not to those damages which are definitely attributable to the wrong and only uncertain in respect of their amount.

Luria Brothers & Co. v. United States, 369 F.2d 701, 712-13 (Ct. Cl. 1966) quoting Story Parchment Co. v. Paterson Parchment Paper Co., 282 U.S. 555, 562-63 (1931). Addressing the inefficiency claim presented in Luria, the Court rejected that which was based solely upon the opinion of the contractor's former employee:

It is a rare case where loss of productivity can be proven by books and records; almost always it has to be proven by the opinions of expert witnesses. However, the mere expression of an estimate as to the amount of productivity loss by an expert witness with nothing to support it will not establish the fundamental fact of resultant injury nor provide a sufficient basis for making a reasonably correct approximation of damages.

Luria at 713.

In this REA, NMIW's inefficiency claim, as well as its claim for displacement costs, are based upon an item-by-item evaluation of each WBS Group. The evaluation was performed by an independent consultant with approximately 20 years of experience in the ship building industry and supported by NMIW's cost records. Additionally, the evaluation is bolstered by specific instances of government interference where such was identifiable.

Finally, labor inefficiency may result directly from government-imposed delay or displacement. Often, a compensable delay will not completely stop a contractor, but will impede its performance and reduce the efficiency of its work force. Labor efficiency can be affected by such factors as an interruption to the work sequence where a lack of a steady flow of work causes a slow down; increases in the quantity of corrective work; and crew time lost in traveling from one site to another. See Appeal of Paccon, Inc., ASBCA 7890, 65-2 BCA ¶4,996 at 23,573-74 (1965). When a contractor's planned work sequence is so delayed, disrupted, or interfered with, although not completely halted, the resulting inefficiencies in the use of labor and equipment are compensable. See Appeal of Allied Contractors, Inc., ASBCA 5326, 59-2 BCA ¶2,441 (1959).

It is of no consequence here that NMIW, acting upon its own initiative, extended the undocking date from December 20, 1985 to January 11, 1986. Compensation for travel displacement and labor inefficiency hours for those items worked on ship during this period is not requested in this submittal. However, compensation for the downstream, or ripple, impact resulting from

the entire drydock extension is requested and is properly assigned to the government.

NMIW extended the drydock period to January 11th believing that there would be no cumulative impact on the project. Both Dan Enz and Gene Hulsey concurred. (See Ex. 1).

Of course, this soon became impossible to verify. The second extension, to February 1, 1986, required the project to be "replanned" from that point forward. Whereas no one believed that the first extension would impact the downstream work everyone knew that any further extension would jeopardize critical LOE work items. NMIW had been advising the Navy of as much in its weekly heads up reports. (See, Ex. 1). Both NMIW and SUPSHIP realized the gravity of the situation, particularly as it was complicated by the gross state of unreadiness in which Ship's Force entered the overhaul.

The additional hull work pushed the project into a whole new dimension. Some or all of the planned work sequence of the following items were displaced by TYCOM's delay in approving the hull repairs:

- (1) Some structural repairs to the tank shell plating were delayed pending the hull work resolution;
- (2) Hull painting was delayed pending the hull work resolution;
- (3) Reinstallation of some ballast sea valves was delayed pending the resolution of the additional hull work in adjacent areas;
- (4) Sandblasting and coating of certain tanks and tank piping was delayed pending resolution of the hull work;
- (5) The additional hull work itself was impacted because of the nearly instantaneous demand for more

qualified welders than were available in-yard. Although the ship docked on October 22, 1985, NMWI was not authorized to commit funds towards welder certification until December 2nd.

- (6) In other tanks, NMIW was required to rework the painted surfaces damaged by the additional exterior hull work;
- (7) Several JP5 tanks required rework as a result of the late turn on to the hull work;
- (8) NMIW was delayed in its preparation of other JP5 tanks as it tried to mitigate the need for rework;
- (9) Both portable water and feedwater tanks required rework as a result of the underwater hull growth;
- (10) The surface preparation in a number of ballast tanks was delayed and rework was required in several others;
- (11) The installation of the hull zincs was delayed; and
- (12) The completion of repairs to the outboard propulsion shafting and to the propellers was delayed pending resolution of the additional underwater hull repairs.

These are examples of some of the most immediate and most obvious disruptions imposed by TYCOM during its prolonged evaluation of the underwater hull deterioration. Clearly, NMIW was forced to replan the project once TYCOM authorized the work. There is no doubt that the overhaul took on a vastly new dimension once the need for the additional underwater hull work was discovered. The cumulative, or ripple, impact documented in this REA is a direct result of that additional work and the protracted manner in which it was authorized.

NMIW's entitlement to impact costs resulting from the delayed TYCOM approval process may also be characterized as an impermissible suspension of work. Delays by SUPSHIP in processing the change directives pertaining to repair work for

the underbody hull caused a defacto suspension of work. A contractor is entitled to a price adjustment for either an ordered or defacto suspension of work when the government forces a total or partial suspension which is of unreasonable duration and which causes the contractor additional expenses or loss.

The suspension need not be in writing, and may occur as the result of a defacto suspension where the contracting officer fails to issue a suspension order and when such an order should have been issued. In Guerin Brothers, WDBCA No. 1551 (1948), the Board held that a contractor was entitled to an equitable adjustment even though the contracting officer did not issue an affirmative suspension order because the facts indicated that a suspension order should have been issued. The Board remarked that it would treat as done that which should have been done and ordered an equitable adjustment nunc pro tunc. Subsequently, in Appeal of John A. Johnson & Sons, Inc., ASBCA 4403, 59-1 BCA ¶12,088 (1959), the Board explained this rationale by stating:

The contracting officer did not issue a suspension of work order covering the delays here in controversy. This, however, is not necessarily fatal to appellant's case. A predecessor to this Board held in the appeal of Guerin Brothers, BCA No. 1551 (1948) that where, under the facts established by the evidence, a contracting officer was under a duty to issue an order suspending work under the provisions of the cited clause, it would treat as done that which should have been done and grant relief accordingly.

Id. at 8,921.

In particular, a defacto suspension of work occurs when the government unreasonably delays its decision on what course of action to take. See Appeal of Larco Painting Co., ASBCA 6005,

60-1 BCA ¶2,655 (1960). When the contractor receives notice that the owner will be issuing an extensive change, the Board has held that such notice is equivalent to a suspension of work. Appeal of George A. Fuller Co., ASBCA 8524, 1962 BCA ¶3,619 (1962). The basic reason for this holding is that it would be irresponsible for the contractor to proceed with the work as originally designed after receiving a notice that extensive changes are contemplated. Appeal of Fairfield Controls, Inc., ASBCA 9083, 1964 BCA ¶4,343 (1964).

Another way of stating this rule is to say that the contractor is entitled to additional compensation for the cost of a delay between the time the contractor is advised that the owner is planning a change and the time the contractor is ordered to proceed with the changed work. Such has been found by the Armed Services Board of Contract Appeals:

It is well established that under appropriate circumstances a contractor is entitled to additional compensation under the Suspension of Work clause for the costs of a delay between the time the contractor is advised that the government is planning to make a change and the time the contractor is ordered to proceed with the changed work. [Citations omitted]. Such entitlement depends in part upon the reasonableness of the time taken by the Government to investigate the costs of contemplated additional work before the contractor is authorized to proceed with that work. [Citations omitted]. The reasonableness of that period of time may depend to an extent upon potential impact of the change upon the contractor's performance schedule, [citations omitted] and whether performance under the original specifications sought to be changed would have been senseless.

Appeal of Day & Zimmermann-Madway, ASBCA 13,367, 71-1 BCA ¶8,622 at 40,093 (1971).

In Appeal of Utilities Contracting Co., ASBCA 9723, 65-1 BCA ¶4,582 (1964), the Board addressed a contractor's entitlement to costs associated with a suspension of work caused by the anticipation of receiving a change in the scope of the work:

The preponderance of the evidence clearly establishes that the COR did not order the appellant's superintendent to suspend performance pending issuance of a change order by the Government. It is also obvious the notice by the COR of an order substantially changing the terms of performance was to be issued placed the superintendent in the dilemma of continuing with useless performance, for which the Government would certainly have been liable, or of suspending performance until the changed method of performance was made known by the Government. He chose the latter alternative and laid off his laborers except two required to maintain barracades and safety lights. The notice of substantial change in method of performance by the Government was therefore the proximate cause of the disruption of the work. Such a notice has been held to constitute a constructive suspension of work.

Id. at 21,913.

Additionally, in Appeal of Structural Restoration Co., ASBCA 8747, 65-2 BCA ¶4,975 (1965) the Board held:

The preponderance of the evidence requires a finding that the appellant was on notice about mid-August 1961 that the Base engineering had under consideration substantial changes in the work on the major expansion joints and that this presented to the appellant the dilemma of continuing useless performance of the work on the major expansion joints until revisions were made in the specifications and drawings, or of suspending work on these joints. The appellant's decision to suspend the work was entirely reasonable. The notice to the appellant that substantial changes were under consideration was, therefore, the proximate

cause of the disruption of the work under the contract, and was a constructive partial suspension of work.

Id. at 23,476.

In Footnote 15, the Board discussed the rationale for holding that a constructive suspension of work occurred:

In the Appeal of GEORGE A. FULLER, supra, this Board held, where the contractor was advised by the Government of extensive changes proposed in a storm drainage system, the notice thereof was an effective suspension of work, and the Board finding, upon the facts of the case, that it would have been irresponsible for the contractor to proceed with the original work upon being advised of the proposed extensive revisions, decided the delay to the work pending the ordering of the changes was unreasonable and the contractor was entitled to an equitable adjustment. In the opinion we find the following which is applicable to the subject appeals: "The Government has a reasonable time in which to make changes without liability. Conversely, unreasonable delays to the work pending the ordering of changes is compensable."

Structural Restoration Co., at 23,476 N.15; citing J. A. Ross & Co. v. United States, 115 F. Supp. 187 (Ct. Cl. 1953).

The above cases allowed recovery even though the government claimed it was entitled to delay the contractor under a Suspension of Work Clause. This Contract, however, gives the Contracting Officer no such authority. Here, the government chose to incorporate its Delay of Work Clause (FAR 52.212-15) which states:

(a) If the performance of all or any part of the work of this contract is delayed or interrupted (1) by an act of the Contracting Officer in the administration of this contract that is not expressly or impliedly authorized by this contract or (2) by a failure of the Contracting Officer to act within the time specified in this contract, or

within a reasonable time if not specified, an adjustment (excluding profit) shall be made for any increase in the cost of performance of this contract, caused by the delay or interruption and the contract shall be modified in writing accordingly. Adjustments shall also be made in the delivery or performance dates and any other contractual term or condition effected by the delay or interruption. However, no adjustment shall be made under this clause for any delay or interruption to the extent that performance would have been delayed or interrupted by any other cause, including the fault or negligence of the contractor, or for which an adjustment is provided or excluded under any other term or condition of this contract.

(b) A claim under this clause shall not be allowed (1) for any costs incurred more than 20 days before the Contractor shall have notified the Contracting Officer in writing of the act or failure to act involved, and the (2) unless the claim, in an amount stated, is asserted in writing as soon as practicable after the termination of the delay or interruption, but not later than the day of final payment under the contract.

Government Delay of Work (FAR 52.212-15), Contract No.

N00024-85-C-8506, Section I-1-11, page 36 of 53 (Ex. 2). The Clause plainly states that the Contracting Officer shall issue an adjustment for "any increase in the cost of performance of this contract caused by the [Navy's] delay or interruption . . .".

Id. (Emphasis added).

With respect to Paragraph (b)(1), NMIW's weekly Heads Up List of November 11, 1985, as transmitted to SUPSHIP, advised:

5. Contractor is very concerned about the delay of turn on of work that must be done to support milestone dates such as ballast system repairs and hull repairs. Additionally, the continuing rejection of new work that must be done to support ongoing specification work will cause delay, disruption, and could prevent completion of specified work

NMIW Heads Up List of November 11, 1985, Item No. 5 (Ex. 1).

With respect to Paragraph (b)(2), TYCOM's delay in approving the additional hull work directly lead to the extended drydock period which, in turn, caused schedule displacement and labor inefficiency impacts to ripple throughout the remainder of the project. The effect of such impact could not practicably be determined until the project was completed. Thus, this REA is timely in that respect.

NMIW is entitled to inefficiency and displacement costs under the Changes and the Government Delay of Work clauses incorporated into this contract.

E. Electronic Ship Alterations - Direct Costs.

NMIW seeks compensation for the direct costs of performing, at the Navy's direction, additional Electronic Ship Alteration work. This work exceeded that which was contemplated by the original specification and was necessitated by the presence of numerous errors and omissions in that specification package. To date, NMIW has executed 32 price proposals covering a portion of the resultant corrective changes. Those proposals have been incorporated into 18 contract modifications. This REA seeks compensation for the direct costs of still other work required to render the system operational. Such costs are compensable under the contract's Change Clause.

The electronic's ship alteration package is a classic case of a defective specification--as demonstrated in the

Statement of Facts section. The specification, as issued, embraced an incomplete and inoperable system.

[T]he Supreme Court held that, in a case where the specifications prescribe the character, dimensions, and location of the construction work, the Government implicitly warrants that the contractor, if he complies with the specifications, will be able to complete the project within the contemplated period of time. This warranty is akin to the condition implied in every construction contract that neither party will do anything to hinder the performance of the other party. [citations omitted]. If faulty specifications prevent or delay completion of the contract, the contractor is entitled to recover damages for the defendant's breach of its implied warranty.

Laburnum Construction Corp. v. United States, 325 F.2d 451, 457

(Ct. Cl. 1963) (emphasis added).

Furthermore, there are limits on the contractor's pre-bid investigative duties:

A contractor should not be required to wade through a maze of numbers, catalogues, cross-reference tables, and other data resembling crossword puzzles in order to find out what the government requirements in an invitation for bids.

Gorn Corp. v. United States, 424 F.2d 588, 592 (Ct. Cl. 1970).

NMIW bid what could be reasonably discerned from the original bid package. It was required to do no more. Latent ambiguities in that package must be corrected at the government's expense:

Where the Government draws specifications which are fairly susceptible of a certain construction and the contractor actually and reasonably so construes them, justice and equity requires that that construction be adopted.

Peter Kiewit Sons' Co. v. United States, 109 Ct. Cl. 390, 418 (1947). See also Gorn Corp. v. United States, 424 F.2d 588, 592 (Ct. Cl. 1970).

The Navy essentially required a redesign of the electronics' ship alt package. NMIW is entitled to recover all of its costs expended on this effort:

It is an accepted principle of Federal common law that a construction contractor does not have an obligation to re-engineer the A-E's design, or determine the feasibility of a project. [citations omitted]

And, "the construction contractor . . . cannot be charged with foresight greater than the design engineers themselves possessed," [citation omitted].

* * *

"The contractor is obligated to do what the plans and specifications direct him to do, and when he has done so in a good and workmanlike manner, he has discharged his responsibility under the contract. If the plans and specifications are deficient, if they are inadequate and structurally wrong, it is the fault of the parties proposing them, not the contractor executing the same. The judgment and skill of the contractor is relied upon by the defendants to the extent only of executing the plans as they designed them."

Appeal of Clovis Heimsath & Associates, NASA BCA 180-1, 83-1 BCA ¶16,133 at 80,130 (1982); quoting Arthur Venneri Co., NASA BCA 52, 65-2 BCA ¶4,976 at 23,492 (1965). In Clovis Heimsath, The NASA Board of Contract Appeals adopted the position expressed by the Court of Claims in Gorn Corp. discussed above:

In our opinion, it is not enough to lay before the construction contractor a "jig saw puzzle which goes together to get a complete picture" (Tr. 1817) and expect him to wade

through the maze of data in order to find out what was required.

Clovis Heimsath & Associates, 83-1 BCA at 80,130; quoting Gorn Corp. v. United States, 424 F.2d 588 (Ct. Cl. 1970).

The Veterans' Administration Contract Appeals Board has reached essentially the same result stating that:

The burden is on the drafters of a Government contract to use such language, and in such manner, that it will convey what they intend and will not reasonably be understood as meaning something else. There are limits to the amount of study that a bidder is required to undertake in discerning the Government's requirements prior to bidding. The admonition in the specifications that requirements of the various drawings and specifications should be coordinated to avoid duplication cannot be stretched so far so as to require the bidder to seek out and correct all errors and discrepancies therein.

Appeal of George E. Jensen, Contractor, Inc., VACAB 1011, 72-2 BCA 19,680 at 45,209 (1972) (footnotes omitted).

SUPSHIP has acknowledged the Navy's liability for changes made to the Electronic Ship Alt Specifications. It has compensated NMIW for some of those changes. It must do so for the remainder with the focus being on the contractor's actual costs, not the Navy's perceived benefits.

F. SHIP'S FORCE Interference - Impact Costs

Concurrent with NMIW's work on the Duluth, the Navy scheduled certain additional work to be performed by SHIP'S FORCE. NMIW's contract imposed upon it no obligation to coordinate the activities of SHIP'S FORCE, thus leaving that burden upon the Navy. Although some interference was

anticipated, the disruption created by SHIP'S FORCE exceeded that which could have been reasonably expected. SHIP'S FORCE arrived at the yard unorganized and disoriented without any plan as to how it was to accomplish its work package. The situation deteriorated from that point onward, causing NMIW extensive work-arounds and re-work. These problems persisted until finally addressed by the new CO after the change of command in late February of 1986--well after the critical drydock period.

SUPSHIP issued 17 Contract Modifications identifying SFOM work on which SHIP'S FORCE requested NMIW assistance. Those modifications are not the subject of this REA. Rather, this REA seeks compensation for the disruptions of NMIW's basic work package which resulted from the incoherent manner in which SHIP'S FORCE undertook the work it did perform. SHIP'S FORCE negligently hindered NMIW's performance. The government must compensated NMIW for that interference:

There is present, in a contract such as this one, an implied obligation on the defendant [Government] that it will not do that which will hinder the contractor in the performance of the contract. When the contractor is delayed by a negligent act chargeable to the Government, it is a breach of this clearly implied obligation, and the Government is liable for the damages sustained by the contractor because of the delay.

Chalender v. United States, 119 F. Supp. 186, 190 (Ct. Cl. 1954) citing George A. Fuller v. United States, 69 F. Supp. 409 (Ct. Cl. 1947); The Kehm Corp. v. United States, 93 F. Supp. 620 (Ct. Cl. 1950).

In fact, the Navy's obligation extends beyond a mere duty not to interfere. The duty goes further and requires that

the government affirmatively do whatever is necessary to enable a contractor to complete its performance. See Lewis-Nicholson, Inc. v. United States, 550 F.2d 26 (Ct. Cl. 1977). The Navy had an affirmative duty to integrate the SFOM's package into the Duluth's production period. Its failure to do so amounted to a breach of its contractual obligations to NMIW.

NMIW undertook, as best it could, much of this coordination function in order to mitigate the displacement and inefficiencies forced upon it. As noted in the previous subsections, such displacement and labor inefficiency costs are recoverable under the Changes Clauses of the contract. Although NMIW's efforts may be characterized as resulting from a constructive change (the efforts were undertaken with the knowledge and tacit, if not express, approval of SUPSHIP), the efforts may also be characterized as those required to mitigate the effects of a contractual breach. Such displacement and inefficiency costs are the direct and foreseeable result of the Navy's SFOM's interference. Therefore, such costs are recoverable under a breach of contract theory as well.

No price proposal or contract modification covering the costs sought here has been executed. NMIW has not waived or released its rights to claim such costs now.

G. Storis Drydock Delay - Impact Costs.

In addition to the direct and impact costs addressed in the previous subsections, NMIW seeks compensation for the impact that the Duluth's extended drydock period had upon the overhaul

of the U.S.C.G.C. Storis, a Coast Guard vessel which was in the shipyard concurrently with the Duluth. Both the Duluth and the Storis contracts were administered by SUPSHIP Seattle. The Storis had been scheduled to go on drydock immediately after the Duluth's planned undocking on December 20, 1985. The Duluth's extended drydock period prevented the Storis from docking as scheduled; and caused delay, displacement, and labor inefficiencies to occur within the Storis production. The Armed Services Board of Contract Appeals has held that compensation for such added costs is recoverable. See Appeal of Ingalls Shipbuilding Division, Litton Systems, Inc., ASBCA 17579, 78-1 BCA ¶13,038 (1978). Specifically, such costs are recoverable under the Duluth's contract.

In Ingalls, the Board allowed the recovery of a shipyard's increased costs incurred in the construction of 19 surface vessels (five Naval and fourteen commercial ships) resulting from the Navy's direction to give priority to the construction of four nuclear attack submarines:

Ingalls claims these ships were delayed and built with less efficiency, and with resulting increased costs, because the Navy insisted it give priority to the four submarines despite its contractual obligation to build the surface and commercial vessels ahead of the submarines. Its claim is based upon a theory that the submarine contracts were displaced to a later time frame when Ingalls had scheduled and contracted for its manpower to build the surface ships in this claim. Appellant claims recovery under either the Suspension or Changes clause of the submarine contracts.

The Government argues that there can be no recovery under the submarine contracts for impact or ripple effect on other work in the

shipyard since any recovery under a contract is limited to the contract vessel itself; and further implies that there can be no recovery for breach of contract since the Navy was permitted to make changes and/or suspend work on the submarines by specific contract clauses. It, therefore, argues that the appellant assumed the risk or, impliedly, that this is a situation where the parties should be left where found (damnum asbque injuria) even if the facts indicate the submarine construction did impact upon and increase the cost of construction of the surface vessels in the claim.

* * *

We must determine whether, legally, the submarine contracts allow recovery for increased costs on the 19 ships under other contracts in the event the facts prove that the submarines were the cause of the increased costs, and if so, the amount allowable. Alternatively, appellant argues that should recovery be denied under the submarine contracts, it is entitled to relief under the various Navy surface vessel contracts also before us in this appeal.

Ingalls Shipbuilding, 78-1 BCA at 63,583-84 (emphasis added)

(footnote omitted). Finding that the numerous submarine changes had prevented the shipyard from applying its manpower as projected, the Board stated:

Therefore, submarine construction was falling further and further behind schedule so that construction was pushed into time frames where appellant had planned and contracted for other utilization of its manpower.

It must be remembered appellant was a commercial enterprise, not a Navy shipyard. It needed business to stay alive. It's business was not limited to Navy vessels. It also constructed various commercial vessels.

* * *

Manpower in the shipyard was a limiting commodity to the volume of business appellant could handle. Because of long range planning

required in submitting bids for vessels, erroneous projections or events which would shift a bell-curve projection into a time frame later than projected could prove a costly problem to appellant. There would then be conflicting demands for the limited available quantities of skilled manpower. This is essentially what occurred when the submarines were delayed and shifted into a time when appellant had successfully bid and been awarded contracts for Navy surface and non-vessels.

A major question to be resolved is how appellant was obligated to utilize its limited skilled manpower in light of these conflicting demands. The Government points to the submarine contracts in which appellant agreed to perform the work including changes and argues that appellant assumed the risk of adequate manpower to perform those contracts including all changes issued thereunder. It is true that appellant assumed this risk of sufficient manpower to perform the submarine contracts in accordance with the original delivery schedules. However, we view that risk to exist only as to that time frame in which it contracted to perform the work.

* * *

When between May 1985 and May 1986, the Government pressured the appellant to proceed in constructing the submarines involved in this dispute, giving priority to the submarines, then to the Navy surface ships and last to commercial vessels, the Navy could foresee, due to manpower limitations, an increased costs in construction of the other vessels. Further, knowing that the submarines required the most skilled workers, the Navy knew, or should have known, that the other vessels would have either no manpower or the least skilled workers in the yard.

* * *

We conclude that the actions by the Navy in forcing the appellant to give first priority to building the submarines and next to the Navy surface vessels was contractually unreasonable and that delays and disruptions in constructing what have been designated the impacted vessels in this appeal were a direct

and foreseeable consequence of the requirements for manpower imposed upon appellant by the Navy.

Ingalls Shipbuilding, 78-1 BCA at 63,653-55 (emphasis added).

Clearly, NMIW's drydock facilities were as limited as was Ingalls' manpower supply. Equally clear was the foreseeability of impact. The same SUPSHIP personnel administered both the Duluth and the Storis contracts. SUPSHIP knew, or should have known, that the approval delays in the issuance of the underwater hull work and the resultant drydock extension, would delay and displace work on the Storis--leading to increased construction costs on that vessel.

The Ingalls Board allowed the shipyard to recover production and engineering delay costs, id. at 63,674-78; production inefficiency costs, id. at 63,678-81; displacement costs, id. at 63,683-85; and selected resultant costs attributable to the impact, id. at 63,685-92. NMIW is entitled to the same.

H. Additional Costs

In addition to the specific costs discussed, NMIW is entitled to compensation for resultant damages incurred. When job site activity is increased due to reasons beyond the control of the contractor, and the contractor incurs extra job site expenses for equipment, supervisors, administrative and engineering staff, material, tools, equipment, maintenance, and services necessary to run the job site operations. These expenses are recoverable. See J. D. Hedin Construction Co. v.

United States, 347 F.2d 235 (Ct. Cl. 1965); General Insurance Co. of America v. Hercules Construction Co., 385 F.2d 13 (8th Cir. 1967).

Home office and job site overhead is another element of NMIW's recoverable damages. Home office and job site overhead, which arise out of the overall company management, is a recoverable expense. See Luria Brothers & Co., Inc. v. United States, 369 F.2d 701 (Ct. Cl. 1966). Typically, these indirect costs are referred to as general and administrative costs. NMIW expended a considerable amount of additional time and money on this Project because of the displacement and inefficiencies imposed upon it by the Navy. NMIW is entitled to its increased overhead for this project.

Costs recoverable for delay, whether in an equitable adjustment, a constructive change, a changed condition, or a suspension of work, include the reasonable costs of idle men, equipment, direct home office and job site overhead, and the cost of inefficiencies.

NMIW is also entitled to recover an allowance for profit as part of its damages accruing from the delays and disruptions caused by the Navy. See Appeal of J&T Construction Co., DOT CAB 73-4, 75-2 BCA ¶11,398 at 54,271 (1975).

The Court of Claims has adopted a similar rule, holding that profits should be included in a price adjustment. See Bennett v. United States, 371 F.2d 859, 864 (Ct. Cl. 1967).

An additional cost suffered by NMIW as a result of the delays and disruptions imposed upon it by the Navy are the cost

of administering, documenting, and monitoring the impacts. These costs are recoverable. The Court of Claims holds that such fees incurred in negotiating settlements are allowable. Acme Process Equipment Co. v. United States, 347 F.2d 538, 546 n.8 (Ct. Cl. 1965). The Board of Contract Appeals has also held that fees incurred for accountants, attorneys, and consultants are recoverable when such fees are expended in the performance of the contract. Additionally, the costs of claim preparation are allowable when incurred as part of the overhead and administrative cost of performing the work. Appeal of Keonig Aviation, Inc., ASBCA 11201, 66-2 BCA ¶6,020 at 27,812 (1966). The Board has further held that the legal and consulting fees incurred in an effort to identify and correct defective specifications are also allowable. Appeal of Douglas Corp., ASBCA 8566, 69-1 BCA ¶7,578 (1969).

In addition, 5 U.S.C. §504(a)(1) of the Equal Access to Justice Act allows the recovery of attorneys' fees and costs to the prevailing contractor in an adversary adjudication.

Clearly, but for the Navy's impact on the Project described in this submittal, NMIW would not have incurred the costs associated with documenting these impacts. NMIW is entitled to be compensated for all the detriment proximately caused by the Navy's delays and disruptions.

Finally, when the government orders a change or delays contract performance, the contractor must infuse additional amounts of capital into the changed performance and delays in order to finance the impact. This additional investment may

place a substantial burden on the contractor before he is able to attain reimbursement for the finished performance. Contractors in such a predicament are often forced to borrow the additional needed capital and to pay interest on such borrowings. In addition, a contractor who is able to finance the extra work without seeking outside help is also injured because he loses the benefit of obtaining interest on the money he is forced to invest.

Recognizing that a contractor is disadvantaged by such treatment, the law allows the recovery of the loss of use of equity or capital which results from the financing of changes and delays in contract performance. Appeal of George Hyman Construction Co., ENG BCA 4541, 85-1 BCA ¶17,847 (1985); Joseph Bell v. United States, 404 F.2d 975 (Ct. Cl. 1968). Without renumeration of these costs, a price adjustment for the additional or delayed work would not truly constitute an equitable adjustment. New York Shipbuilding Co., ASBCA 16164, 76-2 BCA ¶11,979 (1976).

There is no question that use of money, whether borrowed or equity is a project cost. It is a cost of performance similar to the use of labor, materials, and equipment. All of these costs need to be recoverable NMIW is to be truly compensated for all damages proximately caused by the Navy.

In Appeal of Ingalls Shipbuilding Division, ASBCA 17579, 78-1 BCA ¶13,038 (1978), the Board ordered payment of imputed interest on the company's detrimental loss of the use of its capital, incurred as a result of having to finance certain

government-ordered changes. The Board's rationale was that the extensions in contract performance due to the changes caused the contractor the loss of use of its money. The contractor had to borrow money, at least indirectly, as a result of the government's actions. There is no doubt that the effects of this project contributed to NMIW's decision to file for reorganization under the United States Bankruptcy Code.

NMIW is entitled to recover the loss of use of its money in financing the costs of delay for which NMIW was entitled to a compensation. But for the actions of the Navy, NMIW would not have had to use its own equity to pay these costs. NMIW should be compensated for this loss.

STATEMENT OF FACTS

A. Introduction

Northwest Marine Iron Works ("NMIW") is an established, privately owned, shipyard located in the Portland Ship Repair Yard in Portland, Oregon. NMIW has been serving the West Coast shipping industry, both public and private, for more than forty years and has a reputation as a quality ship builder.

In March of 1985, NMIW received a Navy Request for Proposals to perform the regularly scheduled overall and repair of the U.S.S. Duluth (LPD-6), a landing platform dock for amphibious assault vessels. NMIW responded, was awarded a contract for the work on August 19, 1985, and commenced performance on September 30, 1985. The U.S.S. Duluth contract documents divided the work into three major areas: (1) the basic scope consisting of four work packages; (2) manday reservations for supplemental work; and (3) manday reservations for emergent work.

NMIW performed the basic work as per the contract and would not be seeking this Request for Equitable Adjustment had the overhaul remained within the contractual boundaries. However, the project was not so constrained. This Request for Equitable Adjustment will set forth in detail the history of this project and identify those areas in which NMIW has not been compensated for work performed at the Navy's request and to the Navy's benefit.

As an overview to this submittal, NMIW seeks compensation for each of the following:

- (1) The Navy's redefinition and misuse of the supplemental manday reservation, see Subsection B; pg 2
- (2) Impact costs resulting from the growth of the underwater hull work, see Subsection C & D; pg 36
pg 47
- (3) Direct and impact costs resulting from the activities of Ship's Force, see Subsection E; pg 50
- (4) Direct and impact costs resulting from the defective specification issued for the electronic ship alteration package, see Subsection F; and pg 63
- (5) Impact costs incurred when the Duluth's extended drydock period disrupted the drydock schedule of U.S.C.G.C. Storis, see Subsection G. pg 78

B. Contractual Relationship

On March 18, 1985, the Department of the Navy, Naval Sea Systems Command, Washington D.C. (NAVSEA) issued a Request for Proposals to accomplish the regulary-scheduled overhaul of the U.S.S. Duluth. NMIW was among several public and private shipyards responding to the RFP. This RFP was unique in that it was the first of the congressionally mandated public/private shipyard competition projects. In order to measure the effectiveness of this competition, an overhaul of the Duluth's sister ship, the U.S.S. Cleveland (LPD-7) was undertaken by the Navy's public shipyard in Long Beach, California. The work progress, work quality, and costs of the public/private competition are being evaluated by Booz Allen under a separate contract with the Navy. As will be shown, this public/private competition became a critical factor in the Navy's administration of the Duluth contract.

The Naval Sea Systems Command (NAVSEA) awarded the Duluth contract to NMIW on August 19, 1985, by executing a 53-page written agreement, No. N00024-85-C-8506, which contained the following parts: Part I - The Schedule, Sections A-H, pgs. 1-35; Part II - Contract Clauses, Section I, pgs. 36-50; Part III - List of Documents and Attachments, Section J, pg. 51; and Part IV - Material and/or Documents Incorporated by Reference, Including Portions of the RFP, Security Classification Specifications, and Accounting and Appropriation Data, pgs. 52-53 and Attachments. The contract provided for a total target cost of \$12,282,010.00 which was divided among four major work packages, each having the following target costs: 0001AA Messing and Berthing - \$333,934.00; 0001AB Repairs, "D&F" SHIP ALT - \$9,440,341.00; 0001AC "K" SHIP ALT - \$2,366,063.00; and 0001AE Ship-Selected Records (SSR) Update - \$141,672.00. See pg. 2 of 53. As a ceiling, the Navy agreed to pay 130% of the target cost of all four work packages. The contract was to be administered by the Supervisor of Shipbuilding, Seattle (SUPSHIP).

Included in the "D&F" SHIP ALT and the "K" SHIP ALT packages were a reservation of 14,000 mandays or 112,000 manhours (one manday equals 8 manhours). This reservation was allocated among the supplemental and emergent work as follows: 5,000 mandays each of supplemental and emergent work to the "D&F" SHIP ALT, 2,000 mandays each of supplemental and emergent work to the "K" SHIP ALT package. See pgs. 3 and 4 of 53.

The Supplemental/Emergent work clause provided for the following:

All work identified after contract/option award is either "supplemental" or "emergent" work. Supplemental work is defined as additional work items resulting from either Contractor or Government proposed changes to the basic work package. Emergent work is defined as additional work items resulting from open and inspect requirements, testing and new requirements identified after A-10. 5000 mandays of supplemental work and 5000 mandays of emergent work shall be included in the proposal for titles "D" and "F" SHIPALTS and repairs for the ship. 2000 mandays of supplemental and 2000 mandays of emergent work shall be included in the proposal for the Title K-SHIPALTS for the ship.

At A-60, the ACO will provide the supplemental work specifications to the Contractor. At A-35 the Contractor shall provide a detailed cost proposal to the ACO for negotiation. The supplemental work package will be incorporated by modification into the basic contract on or before A-10 days prior to the production commencement date for the ship. Requirements for the supplemental and emergent work proposals are detailed in the DD Form 1423, Contract Data Requirements List (CDRL's) herein.

Contract No. N00024-85-C-8506, page 4 of 53. (Emphasis added)
(Ex. 2).

The Duluth arrived in Portland on September 28, 1985. Under the terms of the contract, the Navy was to have identified any Supplemental work to the "D&F" or "K" SHIP ALT packages by July 30, 1985 (A-60) or fifteen calendar days after the July 15 date on which NAVSEA stopped receiving proposals to its RFP. In response to the Supplemental work package, NMIW would have had to price out the work by August 24 (A-35) or five calendar days after it was awarded the contract. The cost of the Supplemental work package was to have been negotiated and incorporated into the contract, by modification, on or before September 18, 1985

(A-10). See pgs. 1 and 4 of 53. After A-10, the contract provided that any new work identified would be classified as Emergent work. Thus, after A-10 the Navy was to have only 7000 mandays of its reservation to utilize throughout the project.

No Supplemental work package was identified prior to the A-60 date. In fact, no supplemental work was identified prior to the A-10 date; the date after which all "new requirements" were to be taken from the Emergent work reservation. In short, the Navy never did issue a Supplemental work package. Instead, the Navy unilaterally redefined the term "Supplemental work" to exclude any reference to the contractual pre-arrival identification requirements:

(d) SUPPLEMENTAL WORK

ADDITIONAL WORK ITEMS RESULTING FROM
EITHER CONTRACTOR OR GOVT PROPOSED
CHANGES TO BASIC WORK PKG.

EMERGENT WORK

ADDITIONAL WORK ITEMS RESULTING FROM (1)
OPEN AND INSPECT ROOMS; (2) TESTING; (3)
NEW REQUIREMENTS

Project Notes of J. McMurry on October 3, 1985 recording a conversation with G. Hulsey, (Ex. 1).

Additionally, SUPSHIP transferred reserved mandays from the "K" SHIP ALT Supplemental reservation to the original "D&F" SHIP ALT Supplemental and Emergent reservations, essentially treating the reservations as interchangeable.

These manday transfers resulted in the "D&F" SHIP ALT Supplemental reservation being increased by 500 mandays, from the

contract figure of 5,000 mandays to 5,500 mandays. The "D&F" SHIP ALT Emergent reservation increased by 1,900 mandays from 5,000 to 6,900 mandays. The "K" SHIP ALT Supplemental reservation decreased from its contract figures of 2,000 mandays to 0 and that work item's Emergent reservation was reduced by 400 mandays to a total of 1,600 mandays. The effect of these transfers was to leave reserved mandays in three categories, all of which the Navy continued to use throughout the project.

The Navy's use and transfer of the Supplemental manday reservation is critical in two respects. First, the Navy had a contractual duty to identify the Supplemental work during the pre-arrival phase of the project--a time at which preproduction planning was possible. The contract documents clearly manifest an intent that the Supplemental work be identified as a single package, thus allowing the contractor to integrate this work into its basic production schedule. Had this been done, any impact from the Supplemental work could have been identified and mitigated because the total scope of the work would have been known to the contractor before production began. The contract documents clearly attempted to avoid the situation (which eventually occurred) where Supplemental work was "piecemealed" into the contract during the critical production phases of the project.

Secondly, the manday issue was critical to NMIW because of the contractual rate at which that time was priced. On pg. 3 of 53 of the contract documents, the reservation manday rate is established at \$152.00 per day. Had the Navy negotiated a

Supplemental work package on or before date A-10 (September 18, 1985), NMIW would have priced the necessary labor (up to 7,000 mandays) at \$152.00 per day. Additionally, NMIW would have expected to perform up to 7,000 mandays of subsequent Emergent work at that same rate.

On date A-10 (September 18, 1986) no supplemental work package had been identified, issued, negotiated, or incorporated into the contract. From that date forward, NMIW was contractually bound to perform only up to 7,000 mandays or 56,000 manhours of Emergent work at the rate of \$152.00 per day or \$19.00 per hour. Any work authorized beyond that Emergent reservation should have been performed at NMIW's composite forward pricing rate of \$230.80 per day or \$28.85 per manhour.

NMIW operated under two interim forward pricing rates during the DULUTH overhaul period. NMIW's composite rate was determined by comparing the actual hours worked under each rate to the total hours spent on the project. Since the supplemental reservation drawn in question here addresses only straight time, as opposed to overtime manhours, only straight time hours were used to calculate this composite rate.

At the beginning of the overhaul, the DCAA established NMIW's straight time forward pricing rate at \$29.02/hour. This was the effective rate until April 22, 1986 when it was revised by the DCAA to \$27.56/hour. NMIW's cost records show that 532,266 hours were worked during the \$29.02/hour period and 70,857 hours worked after April 22 when the \$27.56/hour rate was in effect. Multiplying each rate by its respective manhours

produces a total cost figure of \$17,399,178.24. ($(\$29.02 \times 532,266 = \$15,466,359.32) + (\$27.56 \times 70,857 = \$1,952,818.92)$). \$17,399,178.24 divided by the total straight time hours (603,123) equals the composite rate of \$28.85/hour.

However, instead of 56,000 manhours, SUPSHIP ordered 106,906 reservation manhours after the A-10 date; 50,906 hours beyond the contractual reservation. The additional 50,906 hours should have been valued at NMIW's composite rate of \$28.85/hour. Thus, NMIW should have received an additional \$9.85 (\$28.85 - \$19.00) for each of the 50,906 manhours authorized in excess of the Emergent manday reservation; or \$501,424.10 for the direct cost of this additional work.

The Contract's initial target cost included payment for all reserved manhours. However, upon completion of the work, 5118 manhours of Emergent work had not been authorized. The contract requires that these unused manhours be credited to the target cost and that the ceiling price be adjusted accordingly. At \$19.00 per hour times 5,118 unused hours times 1.30, the Navy is entitled to a credit of \$126,414.60. Subtracting this amount from SUPSHIP's underpayment, NMIW is entitled to \$375,009.50 for the Navy's misuse of the Supplemental reservation.

On October 1, 1985, Jerry McMurry had a conversation with Gene Hulsey, SUPSHIP's ACO, after which McMurry recorded:

"Gene is going to 'live the contract' and FAR".

See Project Notes of J. McMurry of October 1, 1985 (Ex. 1).

In spite of this, SUPSHIP did not "live the contract", at least as far as the Supplemental work package was concerned.

NMIW bid the project based upon the above-discussed reading of the Supplemental work clause expecting the work to be identified and incorporated prior to the A-10 date. In fact, NAVSEA suggested as much in its Offeror's Questions responses. Bidders Question No. 80 stated:

For planning purposes, what is the anticipated size and scope of the supplemental work package to be provided at A-60? Is this work package to be a debit against the 14,000 manday labor pool?

Offeror's Question No. 80, dated 5/13/85 (Ex. 1). NAVSEA responded with the following:

For planning purposes, the scope of the supplemental work package is to be defined by Addendum Number 2 in lieu of the A-60 date. This work package will not be a debit against the 14,000 manday labor pool.

NAVSEA Response to Offeror's Question No. 80 (Ex. 1). On that same date, NAVSEA responded to Bidder's Question No. 107 which asked:

Will all the supplemental and emergent work be identified with the first 25% of the contract availability? If not; at what date will the government identify the supplemental and emergent work?

Offeror's Question No. 107, dated 5/13/85 (Ex. 1). To this question, NAVSEA responded:

A large part of planned supplemental work will be identified by Addendum Number Two. As defined by Section C of Solicitation, emergent work results from open and inspect and testing item. Most inspection results are required from contractor before the 25 percent point of contract availability by work Item 042-10-001. The contractor's availability to complete all inspection and report will determine this to a certain extent. Most testing occurs in the last 25 percent of overhaul and must therefore be expected that a certain percentage of this

work cannot be identified but will depend on the contractor's availability to finish repairs in a timely manner to facilitate prompt testing in order to identify emergent work as soon as possible. The Type Commander and NAVSEA will make every effort to identify and authorize all new work by the first 25 percent of contract availability.

NAVSEA Response to Offeror's Question No. 107 (emphasis added), (Ex. 1).

Although less than a model of clarity, NAVSEA's responses indicate that the Supplemental work package was to be identified and incorporated either prior to the A-60 date or by addendum prior to the award of the contract.

Not only did NAVSEA's responses to contractors indicate that the Supplemental work package would be incorporated prior to the award of the contract, when NAVSEA assigned SUPSHIP, Seattle, as contract administrators, NAVSEA did not delegate authority to negotiate any supplemental work:

2. In addition to the contract administration functions shown in Reference (a), as applicable, the following functions are assigned to SUPSHIP, Seattle:

- a. Negotiate any emergent work.
- b. Change delivery dates.
- c. Assign ACRN's to additional data applied to the contract.
- d. Manage the actual overtime requirements.

In conjunction with this delegation of authority, you are also authorized to perform the Administrative Contracting Officer (ACO) functions set forth in Reference (b).

See NAVSEA Letter, Serial 0285JS/1117 of September, 1985. (Ex. 1). Thus, it is apparent that the failure to delegate authority

for negotiating supplemental work further supports the intent that the Supplemental package would be incorporated into the contract prior to award. However, the definition of Supplemental and Emergent work soon became under new interpretations by the Navy.

On September 25, 1985, SUPSHIP's project office on site, recorded a telephone conversation with SUPSHIP, Seattle regarding the use of Supplemental and Emergent work for the entertainment system on the IX-502 living barge:

1. The entertainment system is not included under 992-11-002, but the living barge does have an existing entertainment system.
2. Is the repair upgrade considered supplemental (New Work) or emergent work (Growth)?
3. Code 600 is of the opinion the entertainment system is a general system within the repair and upgrade (Emergent Work) category which is also our opinion.

See Ex. 1. Code 600 of SUPSHIP, Seattle had begun to redefine the definition and use of Supplemental and Emergent work.

Although the NAVSEA drafted the Supplemental work clause, it appears to have not clearly conveyed the clause's meaning to SUPSHIP. On October 3, 1985, McMurry recorded another conversation with Hulsey:

"Gene needs our input [into the] meaning of supplemental [and] emergent work."

See Project Notes of J. McMurry of October 3, 1985. (Ex. 1).

Later in that same meeting, Hulsey redefined the Supplemental work as being:

Additional work items resulting from either contractor or govt. proposed changes to [the] basic work pkg.

and Emergent work as:

Additional work items resulting from (1) open and inspect rqmts, (2) testing, (3) new requirements.

See Project Notes of J. McMurry of October 3, 1985 (Ex. 1).

SUPSHIP had now redefined the definition of Supplemental and Emergent work. An October 11, 1985 memorandum from Commander Matsushima to SUPSHIP Code 100 advised:

1. Reference (a) contains as part of its target costs, a 14,000 manday reservation for "emergent" and "supplemental" work. During Reference (b) [a Code 400 memorandum of 23 September 1985] it was relayed to me that the emergent equated to growth and supplemental equated to new work. With this definition, the contract requires use to maintain a thorough accounting on the number of manhours expended for the two categories up to the following ceilings . . .

See Ex. 1. Although NAVSEA had not delegated authority to SUPSHIP for the administration of Supplemental hours, SUPSHIP had now redefined the contract language and assumed control of the Supplemental work hours. On October 15, 1985, SUPSHIP, Seattle requested a confirmation of its definition from NAVSEA. In response, NAVSEA stated:

1. As requested by Reference (a), this letter confirms the informal advise, given previously to SUPSHIP Seattle/Code 400 that the 14,000 manday reservation for "emergent" and "supplemental" work equates to "growth" and "new work".

2. The manday reservation was included in the acquisition to limit impact of necessary growth and new work on the share line for the subject contract.

See NAVSEA letter Serial 0285JS/1272 of October 18, 1985 (Ex. 1).

NAVSEA and SUPSHIP had now redefined the contract terms and intent of the Supplemental work package.

Noteworthy is the absence of any reference to the pre-arrival dates in this Supplemental work redefinition. On October 23, 1985, McMurry recorded another conversation with Hulsey in which Hulsey advised:

. . . all (new work) supplemental and emergent work will come out of the 14,000 mandays.

See Project Notes of J. McMurry of October 23, 1985 (Ex. 1).

This redefinition prompted William Zavín, president of NMIW, to respond in a letter to Gene Hulsey:

Our interpretation of the contractual requirements for the 14,000 manday reservation does not include new work which is beyond the basic work package as being part of this contract reservation. Therefore, we are estimating and pricing all new work in accordance with our audited forward pricing rate. We are, therefore, accepting new work on this basis.

NMIW Serial Letter 7500-076 of October 30, 1985 (Ex. 1).

Much of the confusion concerning the intent of the contract documents arose out of the Navy's own internal organization. Although SUPSHIP was the Navy's project administrator, it funded none of the work itself. Rather, it acted on behalf of the Type Commander (TYCOM) who funded the "D&F" SHIP ALT package and NAVSEA, who funded the "K" SHIP ALT work package.

In addition to funding the "K" SHIP ALT work package, NAVSEA drafted all of the contract documents. Apparently, NAVSEA's interpretation of the Supplemental work clause was never

clear to SUPSHIP. NMIW, however, interpreted the clause to read that all Supplemental work was to have been defined and incorporated prior to the A-10 date. SUPSHIP must have concurred, at least originally, because it issued Price Proposal A00004 and executed Modification No. A00004 on November 4, 1985, at the contractor's forward pricing rate rather than at the contract reservation rate. (See Ex. 3). Modification No. A00004 added up to \$435,712 worth of new work pertaining to the removal and replacement of the ship's Fresh Water Drain Collecting System and involved 9,508 hours of labor valued at the interim forward pricing rate.

Still later in November, SUPSHIP issued Price Proposal No. 19 specifying the additional underwater hull work identified when the Duluth went on drydock. Price Proposal No. 19 was issued as a new work item which NMIW was to price at its forward pricing labor rate. (See Ex. 3). NMIW responded by preparing its Cost Proposal No. 19. TYCOM rejected the cost proposal forcing SUPSHIP to change direction in midstream. SUPSHIP withdrew Price Proposal No. 19 and reissued the package as Price Proposal No. 1141 (Ex. 3), this time requiring NMIW's labor costs to be debited against TYCOM's Emergent reservation.

The same occurred when additional ballast/deballast piping work was identified. SUPSHIP initially issued the work as a forward price work item. After NMIW prepared its Cost Proposal, TYCOM descope'd the work and SUPSHIP withdrew the Price Proposal, reissuing the package as a labor debit to TYCOM's Supplemental reservation.

Even though NMIW and SUPSHIP considered these work items to be outside of the Contract's Reservation clause, NAVSEA determined that the clause covered the underwater hull work and that required for the replacement of the ballast/deballast piping system. TYCOM adopted the NAVSEA interpretation and, in spite of the pressing need for these repairs, refused to authorize any additional work unless the requisite manhours came out of its reservation pools.

NMIW argued that the Supplemental reservation was not available at this late date. However, TYCOM refused to reconsider, maintaining that it would get the entire underwater hull work and the ballast/deballast piping work at the contractual reservation rate. If not, TYCOM threatened to either put the work out for separate availability or bring in a second contractor. TYCOM threatened to do the latter even though the contract contained no provision by which to do so.

TYCOM's position had evolved to the point where it believed it had a total reservation of 10,000 mandays (5,000 mandays in its Supplemental pool and 5,000 mandays in its Emergent pool) to use in any manner, and at any time it chose. NMIW could either accept TYCOM's redefinition of the Supplemental reservation and perform up to 7,000 mandays worth of work at a cost less than that provided for in the contract documents, or it could sacrifice its reputation as quality shipbuilder by performing the original work only and allowing a United States Naval vessel to go to sea knowing it to be in a seriously deteriorated condition. Under protest, NMIW accepted the Navy's

interpretation of "Supplemental work" causing Gene Hulsey to make the following comment:

I'd like to make a little comment, too, that I passed up when we were doing that. I'd like to thank-you, contractor, very much for his resolution of the 14,000 manday reservation for new work, and I'd like to thank him for giving up his points to help this meeting progress -- or the work progress under that, and I appreciate that very much.

Progress Meeting Minutes of November 21, 1985, pp. 12 and 13 (Ex. 1).

The problem was further compounded when TYCOM also decided that it could assume those unused mandays contractually allocated to NAVSEA.

On January 17, 1986, the following speed letter was sent by NAVSEA:

1. Reference (a), (b), and (c) addressed use of NAVSEA Supplemental Work Reserve (New Work Reserve) as augment to TYCOM Supplemental Work Reserve. Per Reference (d), NAVSEA New Work Reserve is 2,000 mandays (16,000 man-hours), and NAVSEA Growth Reserve is 14,854 man-hours (1856 mandays). Both accounts started at 2,000 mandays each in basic ROH contract. Ref. (d) also reports TYCOM New Work Reserve (Supplemental Work) at 2,946 hours remaining out of 40,000 initial reserve. During Reference (a), NAVSEA was requested to confirm that no new work (K-ALTs would be authorized in this ROH, and to consider transfer of part or all of 2,000 manday New Work Reserve to TYCOM in order to maximize use of pre-paid mandays.

2. NAVSEA recommends the following:

- A. 500 mandays (4,000 manhours) of NAVSEA of Supplemental (New) Work Reserve are available now for TYCOM use. Additional hours will be made available as SHIPALT growth costs are determined.

See NAVSEA Speed Letter Serial 9313/4142 of January 17, 1986 (Ex.

1). In response to this speed letter, SUPSHIP, Seattle Code 413 advised Code 440:

1. References (a) and (b) authorize the transfer of NAVSEA Title K-SHIPALT Supplemental Work Reserve Man-days to TYCOM D & F SHIPALT's Supplemental Work Man-days in the amount of 500 man-days (4,000 hours).

See SUPSHIP Memorandum of January 30, 1986 (Ex. 1). On February 20, 1986, Hulsey transmitted to NMIW a letter effecting the following:

2. Transfer of 1,000 man-days (8,000 man-hours) from NAVSEA Title "K" SHIP ALT Reservation 2,000 man-days (supplemental work) to TYCOM "D&F" SHIP ALT Reservation 5,000 man-days (emergent work).

3. There will be a reduction and increase to SHIP ALT Reservation:

- a. NAVSEA "K" SHIP ALT Reservation pool of 2,000 man-days (supplemental work) reduced to 500 man-days and;

- b. TYCOM "D&F" SHIP ALT Reservation pool of 5,000 man-days increased to 6,000 man-days (emergent work).

SUPSHIP Serial Letter 413-722 of February 20, 1986 (Ex. 1).

The following date, Hulsey issued a similar letter increasing TYCOM's Supplemental work reservation:

2. Transfer of 500 man-days (4,000 man-hours) from NAVSEA Title "K" SHIP ALT Reservation 2,000 man-days to TYCOM "D&F" SHIP ALT Reservation 2,000 man-days.

3. There will be a reduction and increase to SHIP ALT Reservation:

- a. NAVSEA "K" SHIP ALT Reservation pool of 2,000 man-days (supplemental work) reduced to 1,500 man-days and;

b. TYCOM "D&F" SHIP ALT Reservation pool of 5,000 man-days increased to 5,500 man-days (supplemental work).

SUPSHIP Serial Letter 413-723 of February 21, 1986 (Ex. 1).

Although both letters state that there would not be a formal change made to the Section "C of the contract terms, SUPSHIP issued AMENDMENT/MODIFICATION NO. A00076 which reads in part:

BLOCK 14. DESCRIPTION OF
AMENDMENT/MODIFICATION (continued)

2. WHEREAS, it has been determined that the said reservations can be better utilized if modified, and

3. WHEREAS, the government has reached agreement with the contractor as to transfer of mandays within the various reservation items;

4. NOW THEREFORE, Section "C" of the Contract shall be modified to account for mandays as follows:

a. 2,000 mandays shall be transferred from the Title "K" Shipalt 2,000 manday Supplemental Work Reservation.

b. 500 mandays of the amount in Paragraph 4 shall be placed in the Title "D&F" Shipalt Supplemental Work reservation, revising the total for this category to 5,500 mandays.

c. 1,500 mandays of the amount in Paragraph 4 shall be placed in the Title "D&F" Shipalt Emergent Work reservation, revising the total for this category to 6,500 mandays.

5. There is no change in the Contract Target Costs, Target Profit, Target Price, or Ceiling Price.

6. The delivery schedule remains unchanged for the LPD-6.

7. The change in delivery dates, target costs, target profit, target price, or ceiling price described above is considered fair and

reasonable and has been mutually agreed upon in full and final settlement of all claims arising out of this modification and any other modifications or change orders indicated above, including all claims for delays and disruptions resulting from, caused by, or incident to such modifications or change orders.

Amendment/Modification No. A00076, dated March 19, 1986, page 2 of 2 (Ex. 3).

SUPSHIP subsequently issued Modification A00122 which read, in part:

BLOCK 14. DESCRIPTION OF AMENDMENT/MODIFICATION
(Continued)

2. WHEREAS, it has been determined that the said reservations can be better utilized if modified, and

3. WHEREAS, the Government has reached agreement with the contractor as to transfer of mandays within the various reservation items;

4. NOW THEREFORE, Section "C" of the Contract shall be modified to account for mandays as follows:

a. 400 mandays shall be transferred from the Title "K" SHIPALT 2,000 manday emergent work reservation.

b. The 400 mandays in Paragraph 4.a above, shall be placed in the Title "D&F" SHIPALT emergent work reservation, revising the total for this category to 6,900 mandays.

5. There is no change in the contract Target Cost, Target Profit, Target Price, or Ceiling Price.

6. The delivery schedule remains unchanged for the LPD-6.

7. The change in delivery date, target cost, target profit, target price, or ceiling price described above is considered to be fair and

reasonable and has been mutually agreed upon in full and final settlement of all claims arising out of this modification and any other modifications or change orders indicated above, including all claims for delays and disruptions resulting from, caused by, or incident to such modifications or change orders.

Amendment/Modification No. A00122, dated May 27, 1986, page 2 of 2 (Ex. 3).

Both Modifications were executed long after SUPSHIP imposed into the project NAVSEA's redefinition of the reservation clause. Modification A0076 was executed by NMIW in April of 1986. Modification A00122 was executed in June of that year. By this time the contractual distinction between Supplemental and Emergent work had become so blurred that the transfer between reservations was essentially meaningless. Both the late use of the Supplemental mandays and the subsequent transfer of mandays between the reservations, directly resulted from the Navy's misinterpretation of the contractual language. The Navy remains responsible for any errors made in that interpretation.

C. Change Order Administration

As discussed in the previous section, the first 7,000 mandays of additional work identified after the A-10 date was to have been classified as Emergent work. Any work beyond the Emergent reservation's limits should have been priced at NMIW's forward pricing rate. Post A-10 Emergent work was to have been identified by either the contractor or the government's surveyors who monitored the project. If NMIW identified such work, it would file a condition report with SUPSHIP which would note the

concern discovered and propose a solution. If SUPSHIP concurred, it would provide TYCOM or NAVSEA with a Class "F" estimate:

At the direction CNSP, SupShip Seattle would provide TYCOM with a Class "F" estimates for numerous growth and new work requirements, many of which were undocking and/or LOE critical.

TYCOM would not respond to the SupShip Class "F" estimates but would in turn direct SupShip to obtain contractor estimates. To meet this new requirement, SupShip would have to write detailed specifications and forward same to the contractor for him to estimate the work.

After the contractor estimated the work, the contractor would return the specification with the estimate and SUPSHIP would forward same to TYCOM by message and wait for a reply. By comparing the Government Class "F" estimate to the contractor estimate, TYCOM determined if the Government was getting a fair and equitable price and he would then do one of three things:

1. Authorize the work
2. Defer or cancel
3. Reduce scope of work and direct SupShip to obtain a new estimate.

By this process of writing, estimating, and having contractor estimate work that may never be included in the work package, instead of taking a few days to get work authorized, it would now require a few weeks and in some cases longer.

As in the cases of the Ballast/Deballast Piping System repairs and the Hull/Seam Weld repairs, it took TYCOM several weeks to authorize the work.

In some cases the contractor stated that his estimate was invalid because it was a month old to the Supervisor.

When TYCOM authorized SupShip to negotiate with the contractor, it became difficult to negotiate the contractor's price because he knew that TYCOM already considered his price to be fair and reasonable.

Although the contractor was told not to count on getting new work until it was negotiated, NMIW would sometimes hold up progress somewhat in anticipation of the work. Some may say "Shame on the contractor". Yes and no. By holding up work in some areas, the contractor saved the Government untold dollars (same examples as above) and in other situations he hurt his own progress because the work was never authorized.

U.S.S. Duluth (LPD-6) Post Overhaul Review, Presentation of D. Enz, page 2 of 12 (Emphasis added) (Ex. 1).

As early as December of 1985, SUPSHIP advised COMNAVSURFPAC, San Diego, that the TYCOM approval process was imposing inefficiencies upon the new work authorization process. See SUPSHIP, Seattle Transmittal to COMNAVSURFPAC, 061657Z Dec. 85. Although TYCOM acknowledged this impact, it would not take steps to expedite its review and approval process:

ADMINISTRATIVE MESSAGE

ROUTINE

R 212134Z JAN 86 ZYB

FM COMNAVSURFPAC SAN DIEGO CA

TO SUPSHIP SEATTLE WA

BT

UNCLAS //N04700//

SUBJ: NEW WORK COST ESTIMATING AND TYCOM AUTHORIZATION ISSUES ICO USS DULUTH (LPD 6)

A. SUPSHIP SEATTLE WA 061657Z DEC 85

1. SUBPARA 14.C OF REF A DISCUSSES THE SUPSHIP VIEW OF INEFFICIENCIES IMPOSED BY CURRENT TYCOM REQUIREMENTS FOR NEW WORK AUTHORIZATION.

2. REF A RECOMMENDS A METHOD WHICH FURTHER REMOVES TYCOM FROM THE DECISION MATRIX IN ORDER TO SPEED UP THE WORK IDENTIFICATION-TO-AUTHORIZATION PROCESS.

3. DELAYS IMPOSED BY CURRENT TYCOM REQUIREMENTS ARE APPRECIATED, HOWEVER, THE PRUDENT CONZBOL OF LIMITED REPAIR FUNDS OUTWEIGHS WHATEVER EXPEDIENCY WHICH WOULD BE GAINED.

BT

COMNAVSURFPAC, San Diego Administrative Message R212134Z, Jan. 86
ZYB (Ex. 1).

As will become evident later in this subsection, NMIW estimated work scope, or the direct costs of the work, only. It is apparent that the SUPSHIP Class "F" estimates addressed only direct costs as well.

TYCOM took several weeks of critical drydock time to authorize repairs to the Ballast/Deballast Piping System and the Hull/Seam Weld work. Having been advised by SUPSHIP that "only work scope" costs would be considered and that NMIW's estimates had to be close to the government estimates or "no go", NMIW was constructively on notice that there would not even be any negotiation unless TYCOM pre-approved its price submittal. Thus, when TYCOM did authorize SUPSHIP to negotiate, the authorization came amid a belief that the government was already getting a fair and reasonable price; one which TYCOM would ultimately approve. The SUPSHIP/NMIW negotiations became, essentially, "negotiations" in name only.

A compounding factor was that this review/approval process was occurring during the critical production phases of the project. SUPSHIP and NMIW could ill afford to loose time to indecision and delay. Causing particular concern for everyone was TYCOM's hard core approval policy, illustrated by certain

statements made by Dan Enz, SUPSHIP's Project Officer, to Gordon Newell, NMIW's Project Estimator:

If [NMIW's estimates] were too high, too bad.

Project Notes of G. Newell on September 15, 1985 (See Ex. 1).

Further, Enz commented:

[NMIW's] estimates had to be close to Gov't or no go."

Project Notes of G. Newell on October 1, 1985 (See Ex. 1). The government estimates were, essentially, the Class "F" estimates prepared by SUPSHIP for TYCOM's review. As a SUPSHIP telcon recorded:

1. New Work Items - they are contractor estimates.
 - they are reasonable unless noted by SSea that estimates are not reasonable.
 - when to be authorized - couldn't tell me - up to Capt. Johnson and Adm. Davis.

See Bob Green telcon of October, 1985 (See Ex. 1).

In addition to SUPSHIP's tight estimates for the work, SUPSHIP, of course, had a "vested interest" in NMIW winning the public/private shipyard competition. The following conversation between Enz and Newell is illustrative:

Dan made a statement to me in effect that Sup/Ship (of which includes him) has a "vested" interest for NMIW to "win" the private/public competition, because he wants more work to be awarded to private yards especially in the N.W. U.S.A. He doesn't want to move to Miss./Calif./Virginia. In an effort to keep the price down he stated that chickenshit changes will not be tolerated and if my estimates are too high to bad. I of

course said my prices will be okay. Prices are to be negotiated on a basis of work scope only. D&D will be entertained only if they can be qualified to Sup/Ship i.e. assumption of possible D&D will not be accepted.

Project Notes of G. Newell on September 15, 1985 (emphasis added) (Ex. 1). Of course, one of the ways in which SUPSHIP could ensure its desired result was to have NMIW perform more work at less cost within less time than that performed by the Long Beach Naval Shipyard. Indicative of the process of estimating new work was a SUPSHIP telecon that recorded:

There is a message being sent authorizing you to ask the contractor for estimates on the hull plate and also the new work items that are currently at TYCOM. The new work items can be sent in piecemeal to TYCOM as the contractor estimates come in to expedite things. Is the \$50K money sent for the original contractor estimates on the first 22 work items still available?

Response - \$50K is still untouched. Based on the meeting with Lcdr. Waylatt, the original items (22 new work items) were funded for new work estimates only as a test case to see if contractor bids were reasonable. All other items were to be based on government estimates only, isn't that right Bob? (Lcdr. Green) Are you there Bob?.

Conference telephone conversation between SUPSHIP Seattle on-site Rep, and Commanding Officer U.S.S. Duluth, TYCOM Rep. Commander Green and Type Desk Office Lt. Commander Lowe on 21 November 1985. (Emphasis added). (See Ex. 1).

The process of estimating changes, essentially, went as follows. NMIW was required to price out necessary changes at direct cost only ("chickenshit" changes were out altogether). SUPSHIP did the same on its Class "F" estimates prepared for TYCOM. TYCOM would determine the scope of work that it wanted to

pay for and authorized SUPSHIP to, in essence, confirm NMIW's submittal through "negotiation". SUPSHIP would direct its surveyors or negotiators to "negotiate" the cost of the work with NMIW.

Although SUPSHIP had a designated negotiator, the vast majority of "negotiations" were undertaken by the SUPSHIP surveyor responsible for the affected work:

MR. BURNETT: And I thank you. As I said in the previous meeting, I appreciate the Contractor's help. All the surveyors, without their help we couldn't have done anything because these are our professionals and I had to talk to them many, many times where the hell I was at because without them I wouldn't have known. And the Contractor people have been very helpful and very professional in their approach and I appreciate that very much. Thank you.

Statement of G. Burnett (SUPSHIP negotiator), Progress Meeting Minutes of December 19, 1985, pages 3-4 (Emphasis added). (Ex. 1).

However, the surveyors would not discuss anything beyond the direct costs of the proposed work. Neither would the negotiators discuss NMIW's inefficiency or displacement costs, resigning themselves to a "rubber stamp" approval of whatever direct cost determination was reached by the surveyors.

Through this process, SUPSHIP effectively cut off any consideration of labor inefficiency and/or schedule displacement costs. It advised NMIW not to estimate any such costs. It prepared its Class "F" estimates without consideration of these costs. It knew TYCOM authorization would result only from a close nexis between the Class "F" and the NMIW estimates.

SUPSHIP's surveyors would not discuss inefficiency or displacement costs. When boiled down to its basic elements, SUPSHIP clearly manifested its intent to compensate NMIW for only the direct costs of the additive work. However, inefficiency and displacement costs are compensable and NMIW is entitled to such compensation.

Further complicating matters was the fact that this long approval process applied to all proposed work, even that which would eventually be rejected in total by TYCOM. This placed NMIW in an extremely precarious position. NMIW knew that certain new work, if authorized, would negate the need for other work previously identified in the original scope packages:

I want to just add something for the record. Normally, it's not the policy of Supship to discuss new work with the contractor prior to authorization and funding by the funding agency; however, the Duluth is an exception to the rule. The reason is because we've been directed to provide the Contractor with a written spec item prior to the authorization for accomplishment and that's the reason that you'll see in the minutes new work come up over time after time, is because he already has an idea what the work is. It's just for the record.

Statement of D. Enz, Project Meeting Minutes of December 19, 1985, pp. 10-11 (Ex. 1). Although NMIW was told not to count on getting new work until it was negotiated, it would at times hold up progress in anticipation of authorization of the work. In fact, it would have been imprudent for NMIW to continue to perform the original scope once it became aware that changes were contemplated. This became an extremely important factor when the need for additional underwater hull work was discovered.

TYCOM's involvement in the administration of this project was particularly critical because it ended up controlling 80% of the entire manday reservation:

CINCPACFLT on occasions would not have funds on hand (in Seattle) to support TYCOM authorized funding messages. TYCOM would not take steps to insure that funds were on hand prior to authorization of new work.

U.S.S. Duluth (LPD-6) Post Overhaul Review, Presentation of D. Enz, page 2 of 12 (Ex. 1). This put SUPSHIP in the difficult position of either waiting for funding, or proceeding with the authorization unsure of when funding would become available.

Once TYCOM authorized negotiations, and the funding problems were resolved, NMIW's estimator, Gordon Newell, and the applicable SUPSHIP surveyor would get together and negotiate the direct cost of the proposed work. Upon completion of this process, SUPSHIP and NMIW would sign the price proposal standard form 4265/1.

If the negotiated price was greater than \$10,000, SUPSHIP and NMIW would sign an agreement data form which indicated the total changes in the: (1) contract price; (2) target costs; and (3) target fee. The agreement data form and the price proposal, executed contemporaneously, became the basis of the formal contract modification executed on the Navy's SF30 Amendment/Modification Form. If the need for additional work arose under conditions which did not allow for negotiation prior to the performance of the work, the Navy would require the contractor to execute a Maximum Priced Modification establishing the maximum increase in contract pricing. The contractor would

then proceed with the work and submit a cost proposal when the cost of the work became known. Once a cost proposal was submitted, a contract modification for the actual cost of the work would be negotiated and executed in the manner described above.

Thus, the Navy utilized essentially two types of change orders on this project: (1) a negotiated bilateral modification for proposed additional work; and (2) a bilateral modification establishing an upper limit on the direct cost of additional work for which the actual costs were, at that time, unknown.

The first type of modification implies that, through negotiations, SUPSHIP and NMIW reached a fair and equitable price for all costs arising out of the increased scope of work. In theory, the negotiated cost was to include the total cost of the work, including compensation for any impact costs - often referred to as delay and disruption. Evidence of this intent is found in the language of the Agreement Data form itself, the language of the SF30 Fixed Price Modifications, and the SF4265/1 Price Proposal forms. However, in spite of the intended use of these standard forms, delay and disruption costs were not negotiated and were not compensated for by the resulting contract modifications. The language included on the Standard Form did not attempt to reflect the parties' manifested intent.

As early as September 15, 1985, SUPSHIP made it clear that, because of the public/private shipyard competition recently implemented, it would negotiate changes on the basis of "work

scope" only. Regarding a conversation with Dan Enz, Gordon Newell recorded the following:

Dan made a statement to me in effect that Sup/Ship (of which includes him) has a "vested" interest for NMIW to "win" the private/public competition, because he wants more work to be awarded to private yards especially in the N.W. U.S.A. He doesn't want to move to Miss./Calif./Virginia. In an effort to keep the price down he stated that chickenshit changes will not be tolerated and if my estimates are too high to bad. I of course said my prices will be okay. Prices are to be negotiated on a basis of work scope only. D&D will be entertained only if they can be qualified to Sup/Ship i.e. assumption of possible D&D will not be accepted.

September 15, 1985 entry into the project notes of G. Newell (emphasis added), (Ex. 1).

SUPSHIP stood by its decision that labor inefficiency and schedule displacement costs would not be negotiated. Upon the completion of a November 22, 1985 conversation with Dan Enz and Joe Brown, concerning a problem with the ship's rudder stocks, Gordon Newell recorded the following:

I offered 500-500-0 Joe to consider my offer Reneg on Monday 11/25/85. Dan relented only after much bickering over what is diff. of opinion between NMIW and Sup/Ship in regards to what is fair and reasonable. Both Dan and Joe stated they only want to negotiate on the "work scope only". Ancillary delays/disruptions unless absolutely quantified will not be subject of any nego as far as they are concerned. Dan went further saying this is true of any item we feel we've been cheated on or any change orders. I said that every change has an effect upon the specified work. Dan said again that only work scope shall be addressed in negotiations.

This attitude of scope only is impacting my ability to get true value for changes. When I bring-up the subject, Sup/Ship ignores me. I've brought this up to B.Z. and J.C.M. and

they say do the best I can, keep trying. We want to be as accomodating to the customer as possible and we want the growth, but I'm having a hard time treading the middle ground and keep up with our general philosophy of not giving the store away. I hope this Sup/Ship philosophy doesn't lead to financial disaster for us, and as usual, I'm stuck in the middle.

November 22, 1985 entry into the project notes of G. Newell (Emphasis added) (Ex. 1). NMIW filed for bankruptcy on October 29, 1986.

In fact, SUPSHIP did ignore, and generally refused to discuss, NMIW's concerns regarding inefficiency and displacement costs, overtime, or schedule impacts. SUPSHIP's administration of this project was arranged such that proposed changes costing more than \$10,000 required the execution of an agreement data form (SUPSHIP Standard Form 4330/16); executed contemporaneously with the signing of a formal contract modification. SUPSHIP and NMIW executed 113 of these standard agreement forms. Gordon Newell signed all 113 forms on behalf of NMIW. On SUPSHIP's behalf, 11 were signed by Gene Hulsey. The remaining 102 forms were signed by one of SUPSHIP's two negotiators, Glen Burnett or Philip Nicolet. However, the negotiator's title is misleading in that the actual price negotiation, as discussed above, more often than not occurred in conversations between Gordon Newell and the SUPSHIP surveyor who was monitoring the type of work effected by the change.

The negotiator merely reviewed the arrangements reached by the surveyors. When NMIW approached the surveyors with inefficiency and displacement costs, the surveyors maintained that they only had the authority to negotiate the direct costs of

the proposed work; or "work scope only". Furthermore, the surveyors would not even discuss these inefficiency and displacement costs. Neither would the negotiators, themselves, discuss such costs. Thus, SUPSHIP's 4330/16 standard form, as executed, misrepresents the conduct and the intent of both parties. The form contains the following printed language:

All delays and disruptions in the performance of work resulting from this change were fully considered in negotiating the above change in price which, to the extent applicable, includes the costs attributable thereto.

SUPSHIP Standard Form 4330/16 (Ex. 3).

All 102 forms signed by the SUPSHIP negotiators contain handwritten language which modifies the printed language quoted above. Each negotiator wrote, with slight variation, that "delay and disruption [often abbreviated D&D] was discussed during the negotiation of this price." (Ex. 3). As established above, the only discussion was that delay and disruption would not be included in the price of a change order. In fact, when Gordon Newell protested to the negotiators that the surveyors would not allow for anything other than work scope, the negotiators also refused to consider the inclusion of these costs.

Thus, it was clear that these costs were not included or intended to be included in the resultant price. The oral discussions held during negotiations clearly negate the language contained on the standard forms; the Navy being fully aware that such costs were being incurred by NMIW but were not being allowed as part of the change. When Newell protested to the negotiators about the inclusion of both the printed and the handwritten

language, the negotiators, while acknowledging that inefficiency and displacement costs had not been discussed, maintained that the language was nonetheless something they had to put on the form.

Here, "form" does not reflect "substance". Clearly, the standard forms, as executed, are not an accurate reflection of the parties' agreements. The actual agreement reached on each of the negotiated changes was limited by the Navy to direct costs, or work scope only; as much can be seen by even the most cursory review of the costs identified on the standard agreement forms.

Language that proports a similar release is found on the numerous contract modifications and price proposals issued by SUPSHIP. SUPSHIP issued approximately 542 price proposals. Ten were subsequently cancelled, and the remaining 532 were incorporated into the contract through the issuance of 172 contract modifications. Six price proposals were issued as maximum price modifications. Five of the maximum price modifications have been, or are in the process of being, negotiated. The remaining Maximum Priced Modification will be discussed separately below.

SUPSHIP's price proposals were issued on its Standard Form 4265/1 and contained the following printed release language:

The undersigned agrees that the above-specified work will be accomplished at the price stated above, which includes costs of all delays and/or disruptions involved in this work and will be completed by current Job Order completion date, unless otherwise specified above.

SUPSHIP Standard Form 4265/1 (Ex. 3).

Contract modifications were issued by SUPSHIP on its Standard Modification Form (SF30). The modifications incorporated the pertinent price proposals and contained release language typical of the following:

The change in delivery dates, target costs, target profit, target price, or ceiling price described above is considered fair and reasonable and has been mutually agreed upon in full and final settlement of all claims arising out of this modification and any other modifications or change orders indicated above, including all claims for delays and disruptions resulting from, caused by, or incident to such modifications or change orders.

See Ex. 3.

Although the above language suggests that NMIW was compensated for "all" costs arising out of the respective modifications, NMIW was clearly not compensated, a fact of which SUPSHIP was fully cognizant. No further negotiations occurred between the time an agreement data form was signed and the time the resultant price proposal and contract modification were executed. The language merely reflects a desired form, not the substance of the modification.

Contract documents are solely designed to memorialize an understanding or agreement reached by the parties. Throughout this project that understanding addressed direct costs, or work scope, only. The contemporaneous activities of the parties demonstrates that the purported release language misrepresents the mutual intent of the parties. As a result, NMIW has not released its right to seek compensation for impact costs incurred as a result of the Navy's administration of this project.

Furthermore, as a result of the discussions between Newell and the negotiators, SUPSHIP was informed and well advised that (1) NMIW was incurring inefficiency and displacement costs; (2) such costs were not being included in the executed modifications; and (3) these costs would be the subject of a future Request for Equitable Adjustment. Yet, in spite of this, the Navy still attempted to include release language in its modifications.

SUPSHIP established its policy on the Supplemental manday reservation and the non-negotiation of impact costs very early in the project. Those policies compounded the difficulties encountered by NMIW and the Navy in respect to the following: (1) the enormous growth of the project; (2) interference NMIW received from ship's force; and (3) SUPSHIP Boston's design defects in the electronic ship alteration package. Each of these concerns will be discussed in the following subsections. However, first a discussion of the outstanding Maximum Priced Modification is appropriate since nearly all of NMIW's inefficiency and displacement claim stems from changes ordered by Maximum Priced Modification.

In addition to the items of this REA, NMIW has previously submitted REA's for the following:

- (1) Specification Item No. 584-80-001 (5841) Emergency Stern Gate Rigging (S/A 405D), dated August 29, 1986, see Ex. 8;
- (2) Specification Item No. 120-11-001 (1201) Structural Repairs (below main deck) dated August 29, 1986, see Ex. 9;
- (3) Specification Item No. 992-11-002, Living Barge IX-502, dated September 4, 1986, see Ex. 10; and

- (4) Specification Item No. 243-11-001, Outboard Propulsion Shafting, Bearing, and Seals; Repairs, dated September 16, 1986, see Ex. 11.

None of these four requests have been resolved and each remains as submitted. A copy of each is reproduced in its entirety in the exhibits noted.

C. Maximum Priced Modifications - Direct Costs

SUPSHIP issued six Maximum Priced Modifications during the life of the project. Five have been, or are in the process of being, closed out and are not the subject of this REA. One remains outstanding. Modification A00013, authorizing \$101,367 worth of materials and 20,465 manhours for additional underbody hull work, was issued on December 2, 1985.

As soon as the drydock blasting began, it became clear that the condition of the underwater body hull was far worse than that which had been indicated in the Navy's RFP. The Duluth docked on October 21, 1985. On October 30, Jerry McMurry transmitted a letter to Dan Enz, stating:

The underwater body hull deterioration that has been revealed by docking and underwater blasting, seems to be exceptionally severe. The ship is protected by small zinc installation only and lacks the impressed cathodic protection installed on many Navy ships.

The ship is also often berthed along side or in close proximity to ships with the impressed system.

This problem appears to be serious enough to warrant more consideration and engineering investigation as to the probable causes and fixes.

NMIW's Serial Letter 7500-077 of October 30, 1985 (Ex. 1).

The issue became an item of discussion at the weekly progress meetings conducted by SUPSHIP and attended by NMIW and ship's force:

MR. MCMURRY: Just for heads-up, I sent you just a letter of concern about the deterioration on the underwater hull because I think it warrants a new generic beyond what we're doing. There's not enough protection to that ship and I recommend we take a look at it as soon as we can.

MR. LLOYD: That's under--the engineers are looking at it now as far as coming up with some drawings to find out how many zincs is supposed to be there and if what we have is in the right location. None located, so we're looking for drawings that would show the proper amount of zincs and the proper location for them. Besides, we're also talking with NAVSEA about having some expert come out and look at this hull, too, before we do too much to it.

MR. ENZ: Just to add to that, one of the things that Rusty suggested in doing is having new readings accomplished at various locations throughout the vessel. It's important, if possible, that we move out on getting that UT reading into the contract so we can have that data available for the NAVSEA rep that does show up here to determine the extent of sheaf light damage.

MR. NEWELL: We got the rough price proposal from Supship this morning and it's being processed, is being typed as previously stated in the meeting, and it will proceed and it will get my priority.

Progress Meeting Minutes of October 31, 1985, pgs. 15 & 16. (Ex. 1).

The problem was again discussed at the progress meeting of 7 November 1985:

MR. PARKER: Okay. Next thing is the hull deterioration, UT inspection which is ongoing. And the results are supposed to be to us by 11

November '86. And I take it that's probably still--'85, excuse me.

MR. ENZ: I just want to mention then, '85 is an agreement just between Don, that's what he's shooting for. And I requested the UT reading be provided as soon as possible so we can get resolution.

MR. MCMURRY: What we'd like to propose is a meeting at 1:30 tomorrow afternoon, 1330, with Supship, Ship's Force and ourselves and Pittsburg Testing and our QA people, and we will give you a complete result at that time. Basically, a gross summary, it looks like on the blush of it, we have about 100 inserts we're going to have to replace, estimated somewhere between 1,500 and 3,000 square feet of plate, and five to 6,000 linear feet of weld that we're going to have to do to restore the hull to an acceptable condition. We'll verify that tomorrow.

MR. ENZ: Jerry, what criteria did you use to come up with that? Is it 25 percent of the base metal?

MR. MCMURRY: Yes.

CDR. LOUDEN: Rather than the calculations that come from the stresses and so forth?

MR. MCMURRY: That's just at the 25 percent deterioration or more; and that's rough, obviously. That's a guess as we best could do today with Pittsburg Testing and our QA people.

Progress Meeting Minutes of November 7, 1985, pgs. 7 & 8 (Ex. 1).

On its next weekly Heads Up List, NMIW stated:

* * *

4. Resolution of New Work

Timely resolution of the scope for ballast system and hull repair work is very important. The contractor will expedite. The assistance of SUPSHIP is appreciated.

5. Contractor is very concerned about the delay of turn on of work that must be done to support mile stone dates such as ballast system repairs and hull repairs. Additionally, the continuing rejection of new work that must be done to support ongoing specification work will cause delay, disruption, and could prevent completion of specified work. The contractor intends to define the specifics of these situations as they occur by letter to ALCON.

* * *

NMIW Heads Up List of November 11, 1985, Item Nos. 4 and 5. (Emphasis added) (Ex. 1). SUPSHIP was now on notice that any delay, disruption, or impact would be defined and assessed.

Thus, 12 days (23.5%) of the expected 51 day drydock period had passed without a decision from SUPSHIP as to the extent of the required hull repair work. SUPSHIP was advised that any delay in the turn on of the additional hull work would extend the dry dock period and impact NMIW's planned work sequence. As much was acknowledged by SUPSHIP at the next weekly progress meeting where Stewart Lloyd said:

Problems discussed last week that are still a problem is shell plating replacement, ballast pipe renewal. Getting the TYCOM to approve these items, seems to be a major concern for all of us. I don't think anybody will argue with that.

Progress Meeting of November 11, 1985, pgs. 3 and 4, (emphasis added) (Ex. 1).

In fact, the drydocking revealed deterioration over 66% of the total hull surface (essentially the forward two thirds of the ship). 750 sq. ft. of shell plate replacement had originally been specified. After drydocking, SUPSHIP determined that an additional 509 sq. ft. of plating was mandatory. (A 68%

increase). Further, 144 sq. ft. of additional clad welding (a 480% increase), and 3,200 linear ft. of seam welding (a 458% increase) were required.

Additionally, SUPSHIP found only 160 zincs on the ship, all on the aft one third of the hull. SUPSHIP determined that a total of 465 zincs were required, necessitating the installation of an additional 290 - or more than 19 times the originally specified quantity.

This additional hull work was the major contributor to a one month delay in undocking the ship. However, SUPSHIP did not extend the contractual delivery date. While acknowledging that it was having trouble obtaining TYCOM approval, SUPSHIP nonetheless pressured NMIW to meet the original production milestone dates. SUPSHIP's "vested" interest in winning the public/private competition caused it to press NMIW for compliance with the original milestone dates. In response, NMIW moved ahead with the original production schedule the best it could, making a reasonable business decision to turn the ship over on time, thus mitigating the costly effects of a schedule extension on both the Duluth and the U.S.C.G.C. Storis which was scheduled to drydock immediately after the Duluth.

Originally, the Duluth was schedule to come off drydock on December 20, 1985. NMIW expected to perform the work scheduled for January, 1986 at a wet berthing area directly adjacent to its shop facilities. With the extended drydock period, NMIW was forced to transport its manpower and materials an additional one-half mile each way, severely decreasing

manpower efficiencies (manhours earned compared to manhours worked). Adding to this disruption, was the fact that the wet berth work was now displaced to the limited confines of the drydock area.

Undocking was rescheduled from December 20, 1985 to January 11, 1986 by NMIW (See NMIW Letter Serial 7500-013 of 23 September 1985, Ex. 1). In response to NMIW's notification that drydocking would be extended to January 11, 1986, Dan Enz, on September 27, 1985, sent a memorandum to Gene Hulsey stating that he did not feel that there was a problem with physically extending the drydock period (See Ex. 1). In response, Gene Hulsey, on October 4, 1985, commented that the change in planned undocking date of January 11, 1986 would not effect any other milestones (see Ex. 1). However, TYCOM's extenuated administrative practices forced a further extension to February 1, 1986. On December 13, 1985, Jerry McMurry transmitted the following to Dan Enz and Gene Hulsey:

This letter is for information and confirmation of the rescheduling of the undocking milestone for the U.S.S. Duluth from 11 January to 01 February 1986 in order to accommodate the hull repairs, Navy Item No. 110-11-001, Price Proposal Serial No. 1141, (NMIW Item No. 1111-C), "Underwater Hull; inspection and repairs (drydock)", as was previously discussed by the Contractor and the Supervisor. Additionally, several other milestones which follow have been readjusted accordingly.

Other downstream delays, impacts, and potential attendant costs, including costs for rescheduling the project and overhead costs are being evaluated now.

NMIW Serial Letter No. 7500-142 of December 13, 1985 (emphasis added) (Ex. 1). Thus, NMIW reaffirmed its earlier Heads Up item that it was incurring impact costs and that such costs were being assessed.

SUPSHIP was acutely aware that the additional work was causing inefficiency and displacement costs; and although it had been formally advised of such, it nonetheless refused to even discuss such costs during the price proposal negotiations. This is not a situation where a contractor failed to recognize these costs until confronted with a manpower overrun at the end of the project. Nor is it a situation where a contractor realized, but failed to pursue compensation for such costs. It is a situation in which a contractor, concerned with providing quality workmanship on a United States Naval Vessel, undertook a basic work package which was, almost immediately, found to be inadequate. It is a situation in which the contractor recognized what was required to render the ship seaworthy, and merely asked the Navy to pay the fair cost of the work; as the Navy is required to so do by the contract documents. The Navy has flatly refused thus far. However, the Maximum Priced Modification neither included compensation for inefficiency and/or displacement costs nor released NMIW's right to claim these costs now that they have been fully assessed.

The disruption imposed by TYCOM's approval procedure was still evident on December 19, 1985 - the day before the Duluth was originally scheduled to come off drydock. The following

statement by Stewart Lloyd at the weekly project meeting illustrates:

And this week's controlling items were getting the new work written that TYCOM has tasked us to write for your estimates. So when we submit the estimates to you or submit items to you, they're only for your pricing and then we ought to get approval from TYCOM before we can do anything. That takes a long time; that's what he was talking about earlier.

Statement of Stewart Lloyd, Weekly Progress Meeting Minutes of December 19, 1985, p. 9.

In that same meeting Dan Enz stated:

I want to just add something for the record. Normally, it's not the policy of SUPSHIP to discuss new work with the contractor prior to authorization and funding by the funding agency; however, the Duluth is an exception to the rule. The reason is because we've been directed to provide the Contractor with a written spec item prior to the authorization for accomplishment and that's the reason that you'll see in the minutes new work come up over time after time, is because he already has an idea what the work is. It's just for the record.

Statement of Dan Enz, Project Meeting Minutes of December 19, 1985, pp. 10-11.

NMIW's initial position was that the additional underwater hull repair work was beyond the scope of both the Supplemental and Emergent reservations. Gordon Newell originally submitted a price of \$695,261.00 to accomplish this work. This proposal included 20,465 manhours valued at NMIW's forward pricing rate. TYCOM balked and SUPSHIP eventually issued Maximum Priced Modification No. A00013 for \$101,367 worth of materials. The max mod also contained an Emergent reservation debit of 20,465 hours. NMIW actually expended 21,623.5 hours (or 106.5%

of the max mod hours) on this additional work. A final adjustment incorporating into the contract the actual direct cost hours expended has not yet been negotiated.

In fact, a review of the contemporaneous activities of the parties surround the issuance of this and the other Maximum Priced Modifications, indicates that the Max. Mods. were not intended to be a finalized determination of the cost of the proposed work. Rather, these modifications were issued when the actual cost of the work could not be identified and the work was so necessary that it could not be delayed while the costs were determined. The modifications, essentially, established targets which were to be adjusted accordingly when the actual costs of the work were determined. More importantly, however, is the fact that all of the Max. Mods. addressed only the direct costs of work.

The delay in issuing this modification, along with its mere size significantly affected almost all remaining work on the ship. NMIW should be compensated for this impact.

Modification A00013 consists of two parts. The first part is the Navy's Standard Form 30 with a Continuation Sheet which describes the change as follows:

14. DESCRIPTION OF AMENDMENT/MODIFICATION
U.S.S. DULUTH (LPD-6)

1. The Contract Specifications are modified as specified in the attached Specification Item No. 110-11-001B (1141).

BLOCK 14. DESCRIPTION OF AMENDMENT/MODIFICATION (Continued).

2. As there is not sufficient time and/or information in which to negotiate, it is

agreed that as a result of the above change and pending completion of negotiations, a maximum increase in contract pricing is established as follows:

Target Cost: \$ 92,152.00 Maximum Increase
Target Profit: \$ 9,215.00 Maximum Increase
Target Price: \$101,367.00 Maximum Increase
Ceiling Price: \$119,798.00 Maximum Increase

3. Manhour reservation for emergent work identified in Section "C" of 40,000 manhours is decreased by a maximum of 20,465 hours to a revised total of 17,381 hours.

4. The Contractor shall submit a price proposal (cost and fee) within thirty (30) days after receipt of this modification in accordance with the Changes Clause I-1-52.

5. It is agreed that the above change will result in no adjustment in the delivery schedule of the LPD-6.

Modification A00013 (Ex. 3).

The SF30, executed by NMIW on December 18, 1985 and by SUPSHIP on December 23, 1985, references SUPSHIP's Standard Price Proposal Form 4265/1. The 4265/1 attachment identifies the additional hull repair work requested and the specification sections affected by the change. That price proposal form contains the following release language:

The undersigned agrees that the above-specified work will be accomplished at the price stated above, which includes costs of delays and/or disruptions involved in this work and will be completed by the current job order completion date, unless specified above.

Modification A00013, 4265/1 attachment (Ex. 3).

However, no price is indicated on the price proposal form. The form only identifies the proposed work. The "total price" line immediately above the release language is blank. Further, Form 4265/1 provides signature lines for the contractor,

a ship surveyor, the supervisor of ship surveyors, and an authorized government representative. None of these parties executed the price proposal form. Additionally, Box 14 of the Navy's Standard Form 30 appears to incorporate only the contract specifications that are typed out on the price proposal form. It does not expressly incorporate the form itself. Thus, it becomes apparent that the Maximum Priced Modification was intended to establish, at most, an upper limit on the direct cost of the additional work. Furthermore, the Maximum Priced Modification, as executed, clearly does not release NMIW's subsequent claim to inefficiency and displacement costs particularly since SUPSHIP was on notice that NMIW was currently assessing impact costs.

There are two reasons why the unexecuted price proposal cannot operate as a release of NMIW's claim for impact costs. First, there is no clear indication that the proposal was intended to release such claims. The release language expressly requires an authorized signature. The fact that no signature appears, not only defeats the requirement of the clause, but also raises the inference that none was intended. Secondly, the contemporaneous activities of the parties demonstrates that they did not negotiate inefficiency and displacement costs. In fact, Line Item 2 of the modification states that there was not sufficient time and/or information in which to negotiate at all.

NMIW has not released its claim to recover these added costs resulting from the additional underwater hull repair work performed at the Navy's request. Rather, it put the Navy on notice that inefficiency and displacement costs were being

evaluated and would be claimed at a later date. Those costs have now been identified and are enumerated in the Methodology section of this submittal.

D. Growth Work Administration - Impact Costs

The major growth item that displaced NMIW's scheduled performance and imposed labor inefficiencies was the additional underwater hull work. The direct costs associated with this work were discussed in the preceeding subsection. This subsection discusses the labor inefficiency and schedule displacement costs attributable to the additional hull work and the resultant drydock extension.

The extended drydock period, resulting from the additional underwater hull repair work, directly or indirectly affected some 66 separate work items scheduled throughout the remaining life of the project. See Schedules 1 and 3. The methodology section of this Request tracks these overruns as they resulted from the extended drydock period and the changed sequence of work necessitated by TYCOM's delayed approval of the work.

TYCOM's extenuated approval practices caused an ongoing disruption and were not confined to the underwater hull repairs as the following conversation clearly shows:

LCDR. TURPEN: Jerry, how many pumps do they
plan on doing per day?

MR. MCMURRY: I don't know. Will find that
out and give you that
information.

Okay feed pumps in general, the other one is 1-A turbine, and I'm not sure yet we have an answer from the Ty Commander.

MR. LLOYD: We don't have an answer from TYCOM.

MR. MCMURRY: Am I too bold to ask if there will be an answer sometime soon?

MR. BROWN: When there is, you will hear.

MR. LLOYD: When we get an answer, you'll get one, Jerry. That's about the best we can do for you.

MR. NEWELL: Contractor is presently in the process of putting together drop dead dates for all the new work, TYCOM new work stuff. That drop dead for feed pump 1-A turbine is rapidly approaching, if it hasn't passed, in my opinion, and you'll have that in your hands by tomorrow.

MR. ENZ: You're going to have a single letter --

MR. NEWELL: That lists all new work that's out there, both estimated and unestimated drop dead.

MR. ENZ: How are you going to do that, Gordon, if you don't mind my asking? Are you going to show by impact?

MR. NEWELL: Impact and overtime.

MR. ENZ: That would be above what you approached me on that one?

MR. NEWELL: Any additional, any estimates, I'll let you know right there.

CDR. LOUDEN: I'd love to show the Ty Commander what his process is causing us.

MR. MCMURRY: I believe that Gordon's process will demonstrate fairly graphically the issue you're talking about. We intend to make it so.

Project Meeting Minutes of January 23, 1986, pp. 6-8, (emphasis added). (See Ex. 1).

The referenced serial letter, NMIW No. 7500-190, was transmitted to Dan Enz the following day - January 24, 1986 (See Ex. 1). Drop dead turn on dates for 15 outstanding price proposals were established. By this date, there was no doubt in anyone's mind that NMIW was incurring impact costs and schedule delays, yet SUPSHIP would not respond to such impacts in its Class "F" estimates, nor would it negotiate the same with NMIW. Having not released its right to claim such costs, NMIW submits its request for such compensation now.

In addition to the impact costs caused by the extended drydock period and TYCOM's extenuated approval practices of changes, the continued issuance of change orders late in the project caused NMIW to incur further inefficiencies and displacements. The preoverhaul agreement reached between SUPSHIP Seattle and TYCOM stated:

b. COMNAVSURFPAC agrees to the following:

. . . (4) New Work:

. . . (c) Not to approve new work after the 50% point of elapsed duration of the overhaul except for work which is required to insure safety or that which would result in C-3/C-4 CASREPS if not accomplished, or that which is designated to be mission essential, in writing, by the officer signing the agreement for COMNAVSURFPAC. Authorization of new work after the 50% point may result in a requirement for an extension of the overhaul duration.

See SUPSHIP Letter Serial 609-7281 of September 4, 1985 (See Ex. 1). However, it wasn't until the 75% review conference that the restraint on changes was implemented:

11. NEW WORK STATUS:

A. TYCOM HAS TAKEN ACTIONS ON ALL NW [NEW WORK] REQUESTS TO DATE. HENCEFORTH, NW MUST MEET THE CRITERIA OF RESULTING IN C-3/C-4 CASREP UPON OVHL COMPLETION OR SAFETY RELATED ITEMS TO BE CONSIDERED FOR INCLUSION INTO THE OVHL WRK PKG.

See SUPSHIP Seattle Joint Message Form, 231857Z of May, 1986, pg. 12 of 12. (See Ex. 1). Thus, while SUPSHIP and TYCOM had agreed to minimize additional work beyond the 50% point of the overhaul, TYCOM continued to request and approve new work. Even after the 75% review, TYCOM continued to request and authorize new work (See Schedule 6). This late authorization of new work imposed upon the contractor additional inefficiencies and displacement in attempting to meet the contract delivery date. Additionally, because NMIW was only being paid for the direct scope of work, these late displacement costs caused NMIW to incur inefficiencies that they have not been compensated for. NMIW is entitled to be compensated for the inefficiencies of these late change orders.

E. Ship's Force Actions That Impacted NMIW Overhaul Efforts

As in the case with every Navy ship that undergoes a yard overhaul period, the DULUTH's Ship's Force was to accomplish a quantity of work not included in the NMIW contract. The scope of this Ship's Force work was not provided to NMIW prior to the ship's arrival. Thus, a proper attempt at (1) resolving Ship's

Force/contractor schedule interferences and/or (2) planning timely schedule support requirements, could not be accomplished. As discovered by NMIW upon ship arrival, it appeared that DULUTH Ship's Force was unprepared and did not have a grasp of the scope of work they were to perform during the yard period. Consequently, they had no detailed schedules with which the ship and the contractor could identify and resolve costly interferences between the two work forces.

Shortly after the award of the DULUTH contract, NMIW learned that there was a significant amount of system and equipment work to be accomplished by the Ship's Force during the overhaul. At an August 26, 1985 meeting, Dan Enz, the Supervisor of Shipbuilding's Project Officer for the DULUTH overhaul, told NMIW that DULUTH had a large SFOMS package (See J. McMurry's meeting notes of August 26, 1985, Ex. 1).

Prior to the arrival of DULUTH for the start of its availability, NMIW Project Manager J. McMurry prepared and issued a memo to all NMIW personnel key to the ship's overhaul. This project memo was issued to provide a check list of activities and assignments of responsibilities in preparation for the ship's arrival and conduct of the overhaul work. The memo demonstrates that NMIW recognized that the coordination and integration of work through thorough preplanning was critical to the success of the project. Included in this memo is specific reference to Ship's Force work (SFOMS) and the assignment of NMIW Personnel responsible for working with Ship's Force to plan and integrate SFOMS items (See J. McMurry Project Memo of August 28, 1985. Ex.

1). Although NMIW had no contractual requirement to preplan and integrate Ship's Force work items, they actively attempted to do so with the knowledge that it would prove to be cost effective throughout the overhaul.

Thus, as the R.O.H. was beginning, both SUPSHIP and NMIW attempted to plan for the integration of the Ship's Force package, even though NMIW had no contractual responsibility to do so. SUPSHIP, as contract administrators, advised COMNAVSURFPAC (TYCOM) that the ship's Force work package was necessary for integration into the major milestone and contractor schedules. As a September 4, 1985 letter from SUPSHIP establishing a pre-overhaul agreement states:

a. The Supervisor agrees to the following:

* * *

(3) To coordinate Ship's Force work with Contractor's internal milestones (drydock, LOE, dock trials and sea trials).

* * *

b. COMNAVSURFPAC agrees to the following:

* * *

(2) To provide funding as requested by the Supervisor in a timely manner so as not to delay or disrupt the production work and/or overhaul for the:

- (a) Award Price.
- (b) Planning Estimates.
- (c) ECO (Growth).
- (d) GL&M.

(e) Approved new work.

* * *

(4) New Work:

* * *

(c) Not to approve new work after the 50 percent point of elapsed duration of the overhaul except for work which is required to ensure safety or that which would result in C-3/C-4 CASREPS if not accomplished, or that which is designated to be mission essential, in writing, by the officer signing the agreement for COMNAVSURFPAC. Authorization of new work after the 50 percent point may result in a requirement for an extension of the overhaul duration.

(5) To ensure that work assigned to Ship's Force by COMNAVSURFPAC is within the Ship's Force capability and capacity.

(6) To monitor ship manning level with respect to capability to support HM and E testing and combat system testing. To provide, as necessary, temporary augment from available resources or request CINCPACFLT manning control authority assistance in filling Navy Manning Plan (NMP) shortfalls.

(7) To ensure that Ship's Force work and IMA work complete in accordance with SUPSHIP schedule.

* * *

(13) To provide the Ship's Force work package to the Supervisor at least two weeks prior to start of the overhaul in order for the Supervisor to integrate the work into the Contractor's internal milestone schedule.

SUPSHIP Letter Ser. 609-7281, dated September 4, 1985, (Emphasis added). (See Ex. 1_). Neither SUPSHIP nor Ship's Force lived up to this agreement.

In an attempt to minimize schedule interferences with Ship's Force work and identify specific NMIW Production schedules to the ship for use in their planning, the contractor provided copies of his contract specifications, detail GANNT bar charts of each of his work items, major milestone schedule, and critical path items to the DULUTH's designated SFOMS coordinator (the First Lieutenant) on September 9, 1985. On the same date, the contractor requested a copy of the ship's SFOMS package for purposes of identifying items that conflicted with NMIW overhaul work. The contractor was told that detailed information of ship's work items and schedules for accomplishment were not available at that time. In fact, it wasn't until after October 10, 1985 that the contractor got a look at the first cut of a preliminary listing of Ship's Force work items and schedules. This is confirmed in a discussion at a weekly progress meeting in which the following was stated:

MR. CHUMLEY (NMIW): SFOMS business is up and moving. In that trailer they (Ship's Force) have the ability to crank out of our computer all the things that are necessary. I will have tomorrow my copy to start work with officially.

MR. ENZ (SUPSHIP): I'm sorry. For the minutes, when he's saying his copy, he's talking about his copy of the SFOMS package.

Progress Meeting of October 10, 1985, page 21. (See Ex. 1). It was obvious that a major work effort was required of the Ship's

Force. This was reiterated again by Mr. Enz at the same progress meeting where he stated:

We all realize the tremendous amount of work to be accomplished by Ship's Force, and not only on valves but in other areas.

Progress Meeting of October 10, 1985, pg. 21. (See Ex. 1).

During the first half of the ship's availability period, the Ship's Force did not do an adequate job of identifying ship's work or developing a detailed plan of when the work was to be accomplished even though they were in a position of superior knowledge and had the ability to do so. In addition, there was an apparent lack of command emphasis on the progress and completion of repairs to equipment and systems which were critical to the success of the contractor to make key overhaul milestones. On October 17, 1985, the contractor initiated a report to the Supervisor of Shipbuilding that expressed concern over continuing Ship's Force work scheduling problems and that a lack of support to this effort might impact contractor work:

SFOMS REPORT

. . . .

3. NMIW SFOMS Coordinator is presently working with DULUTH Ship's Force Work Center Supervisors, division by division, to integrate SFOMS and contract facility work packages and promote better understanding of how SFOMS fits into and impacts on the ROH.

. . . .

5. The confidence level of the work center supervisors in the SFOMS system as the administrative driving force to accomplish a successful overhaul could be considered moderate at this time. The working understanding of the crew of the system is about the same level as their confidence in

the system. The Ship's Force work scheduling has been done up to this time using "best guess" technique, but with tools provided during the sessions with NMIW SFOMS Coordinadnator, the scheduling process should be more realistic and should reflect more accurately the amount of work that can be done during the ROH with realistic time parameters to accomplish same. Effective scheduling Ship's Force work using the information provided during the sessions should greatly reduce the possibility for interference with Contractor work.

See Ex. 1.

In a weekly progress meeting shortly thereafter, Mr.

Chumley and Mr. McMurry of NMIW stated:

MR. CHUMLEY: Yesterday I had my weekly meeting with the SFOMS coordinator on the ship. The SFOMS package is improving; however, there are still a couple three work centers that have done basically no scheduling of their jobs. There was provided, at yesterday's meeting, a partial list of Ship's Force jobs that were critical to undocking. I was promised the next week I would have a list of those Ship's Force jobs that were critical to undock, LOE. And the other major milestones, and so that's where we stand today.

MR. McMURRY: In amplification of Ray Chumley's comments, we will, in the next week, do a complete review of our Schedules H, M, and E, leading to the LOE, drydock items, combat systems items. And we are integrating the input from Ship's Force into it to take a look at what we can do better as a team. So that's one of our concerns, is making sure we have complete schedules to take a look at.

Progress Meeting of November 14, 1985, pages 12 and 13. (See Ex. 1).

In fact, it wasn't until a month and a half later, in January, 1986, that the Ship's Force provided the Contractor with

a sufficient identification of SFOMS work items critical to the overhaul's major milestones.

In addition to the Ship's Force not providing the Contractor with key information that would allow both work forces to accomplish their respective work packages more efficiently, the Ship's Force did not pursue timely completions of LOE items in support of the contractors milestone requirements. In Jerry McMurry's "Heads Up List" of November 18, 1985, he expressed NMIW concern on lack of Ship's Force progress on LOE related SFOMS work and their lack of good plans for successfully preparing for LOE:

7. Schedules and Work Leading to LOE

Contractor's evaluation is that successfully passing LOE the first time is in serious jeopardy due to the following general areas:

- a. Progress of Ship's Force on LOE related SFOM work and lack of good plans for LOE preparations.

(See Ex. 1).

On November 21, 1985, the Supervisor's LOE coordinator called a meeting with the Ship's Force Engineering Department officers and chiefs to express his concern that the rate of progress of Ship's Force work at that time continued under the existing lack of personnel and supervision would make attainment of LOE milestones unlikely. In fact, a telcon recorded on that date stated:

There seems to be some problem areas for LOE. The IMA dates are not falling into support LOE and SFOMS work is behind. LOE may be in jeopardy.

Conference telephone conversation between SUPSHIP Seattle on-site rep. and Commanding Officer U.S.S. Duluth, TYCOM Rep. Cdr. Green and TYPE Desk Office Lcdr. Lowe on 21 November, 1985 (See Ex. 1).

In Jerry McMurry's project notes from a meeting with Dan Enz on December 9, 1985 in preparation for the contract's 25% Review Conference, Enz is quoted as stating that "SFOMS is a problem". (See Ex. 1).

Furthermore, a formal evaluation of progress of Ship's Force work items was submitted by the Contractor for the 25% Review Conference to advise the government of progress and concerns. An excerpt from the evaluation report stated:

SFOMS REPORT

1. SFOMS got off to a slow start during the first weeks of the overhaul. Therefore, it has been difficult through the first 25% of the overaul for the Contractor to accomplish the tasks of:
 - (a) Identifying Ship's Force work which could conflict with Contractor's work schedule.
 - (b) Identifying Ship's Force work that impacts on major milestone dates.
 - (c) Initiate changes to Ship's Force work schedules to minimize interference with Shipyard work.
2. Recent strong efforts by Ship's Force have resulted in effective scheduling to meet key milestone dates, in identification of jobs critical to meet major milestones such as undock, LOE, Ship's Force move aboard, and in closer tracking of pieces of equipment at outside repair facilities such as IMA and NAVELEX.
3. Due to the above, Ship's Force work has fallen somewhat behind schedule. Some work centers are on track, while others

have problems with schedule, time, and manpower sufficient to meet requirements.

4. Of particular concern is Ship's Force ability to meet LOE requirements due to lack of available manpower resources and the ability to accomplish the very large scope involved in LOE preparations. Insulation, space preparations and preservation, and valve repairs are of particular concern along with the ability of Ship's Force to obtain timely service from IMA facilities to get equipments overhauled satisfactorily and returned in time to meet milestone dates. A complete re-evaluation of LOE schedules and LOE items by the Contractor, Supervisor, and Ship's Force, as a team, is necessary in order to re-establish LOE momentum and schedules.

25% Review Conference of December 10, 1985, SFOMS Report. (See Ex. 1.

After the ship's 25% overhaul completion conference, the Ship's Force became aware of the criticality of their work items to the support of the ship's contract milestone schedule. This became apparent to them as the frequency of interferences with NMIW work was increasing and as they began to appreciate the time spans required to accomplish their work items. Interferences and costly delays in completing scheduled work were experienced by both the contractor and Ship's Force. Interferences and delays resulting from Ship's Force repair work that conflicted with formally scheduled NMIW contract work required the contractor to accelerate his efforts in order to maintain his completions in support of both LOE and topside milestones.

Upon the arrival of DULUTH's new Commanding Officer in February of 1986, command attention, Ship's Force action toward their work requirements, and support of contract milestone

schedules were noticeably improved. This improvement in support of the overhaul period milestones, however, came too late. NMIW experienced delays, work arounds and rework costs as a direct result of the previous mis-management and lack of coordination of the SFOM's work package. SUPSHIP and Ship's Force failed in their responsibilities as outlined in the pre-overhaul agreement. This failure clearly hindered, disrupted, and delayed NMIW. The Navy had a duty to facilitate the scheduling and coordination of the Ship's Force work with the work required of NMIW. It failed to coordinate the two packages.

Examples of other impacts incurred by NMIW as a result of the DULUTH's Ship's Force are as follows:

1. A member of Ship's Force was sent to the NMIW machine shop to witness the satisfactory surface contact of valve discs and wedges to valve seats. A member of the Ship's Force was utilized for these inspections because the large quantities of valves being repaired would have required a supervisor's inspector to spend a significant part of each day in the shop during a two month period of high activity.

The individual provided by Ship's Force to inspect disc/wedge to seat surface contact in the repaired valves was not familiar with repair specification accept/reject criteria. In many instances, this individual would not accept as satisfactory, valves that were repaired in accordance with the contact specifications. Rejection of satisfactorily repaired valves was based on inspection criteria not specified by the DULUTH contract.

2. When an admiral visited DULUTH while she was moored at Berth 304 after her drydock period, the Ship's Force gangway watch halted and prevented all NMIW personnel and subcontractors from boarding the ship. This occurred at the beginning of the after lunch work period on day shift. NMIW and subcontractor personnel were advised that they would not be allowed on board DULUTH until after the conclusion of the admiral's tour of the ship. A large number of NMIW craft people and the employees of at least one subcontractor milled around pier side awaiting access to the ship. Numerous

craftsmen returned to their respective shops in frustration. Access to the ship was permitted after 30+ minutes had passed. However, substantial impact to the afternoon's work occurred as a result of this disruption.

3. During the critical equipment/system testing phase, key Ship's Force personnel were not available to operate ship's equipment for scheduled tests. This situation occurred on several occasions as a result of the Commanding Officer statement that personnel urine samples for a drug testing program were to take priority over all Ship's Force work. This action caused rescheduling of several equipment/system tests and contractor and Supervisor personnel to later dates during a time when system completions in support of upcoming milestones were critical.
4. Ship's Force disrupted the Contractor's bilge preservation work and subsequently caused NMIW increased costs in rework when ship's personnel applied an incorrect paint coating to areas of both main machinery spaces that were the responsibility of the Contractor. Although the Ship's Force ultimately removed the incorrect coating and cleaned up the resultant debris, NMIW was caused to re-prepare structural surfaces and re-apply correct primer coatings. See Notes of December 3, 1985 from Daily Diary of J. Sandstrom. (Ex. 1).
5. When members of Ship's Force were performing Fire Watch duties utilizing fire extinguishers provided by NMIW, they frequently would not return the extinguishers to a holding area at the ship's quarterdeck. This act regularly caused production hot work delays when Fire Watches did not have required fire extinguishers readily available. See notes of February 12, 1986 from Daily Diary of J. Sandstrom. (Ex. 1).
6. DULUTH Ship's Force impacted the Contractor's testing program on numerous occasions through incomplete system work and lack of preparation for officially scheduled tests. The diary of production coordinator J. Sandstrom includes numerous entries documenting specific Contractor delays caused by Ship's Force. The inability to chlorinate the ship's potable water tanks, multiple delays in testing the 1A/1B Air Conditioning plants, and the No. 2 Emergency Diesel Generator are typical examples of impact to NMIW. See notes of March 4, 13, and 17, 1986 from Daily Diary of J. Sandstrom. (Ex. 1).
7. Ship's Force impact to the Contractor also took form in removal and scrapping of construction materials to be

used for specification work items. At other times, NMIW equipment was removed from active work sites on board the ship thereby disrupting Contractor production efforts. See J. McMurry letter to the Supervisor of Shipbuilding, dated March 21, 1986. (Ex. 1). See also, Progress Meeting Minutes of May 1, 1986, page 17. (Ex. 1); U.S.S. Duluth Memorandum of 24 March 1986 (Ex. 1); and U.S.S. Duluth Memorandum 9000 Ser 29/ undated (Ex. 1).

8. The Contractor had planned to complete work on specification work Item 433-11-001 by March 31, 1986 with the support of 40 government furnished "LMC" announcing system speakers. The government converted these speakers to contractor furnished material by contract modification on April 30, 1986. Subsequently NMIW ordered and received the required speakers by May 8, 1986. When the Contractor proceeded to install the speakers as anticipated, the Ship's Force stopped him and required installations to be accomplished on a backshift and in a piecemeal fashion in order that the Ship's Force use of the "LMC" system would not be disrupted during their daily routines. The displacement and inefficiencies caused by the Ship's Force in this matter were not reasonably expected by the Contractor nor were they priced in the contract modification converting the speakers from GFM to CFM. See Problem Description Sheet for Specification Item 433-11-001. See Schedule 3.

The lack of a reasonable effort on the part of the government to integrate the Ship's Force work with NMIW's work schedules, and its failure to eliminate and/or minimize adverse impact, increased the contractors' project costs. While sufficient documentation and contractor knowledge substantiate the occurrence of ship-wide delays, work arounds and rework caused by Ship's Force, it is impossible to calculate with exactitude the actual cost impact to NMIW. Where specific examples of Ship's Force caused interferences and/or rework could be directly tied to an individual contractor work item, the impact to the item has been calculated and documented in the Methodology section of this submittal. For other impacts,

estimates have been made based upon the number of personnel affected and the period of time of disruption. These impacts are identified and calculated in the Methodology section as well.

F. Electronics Ship Alteration Work Package

The electronic's ship alteration package, Item 440-90-001 as outlined in Specification Section 3.4, combined eight major communication system alterations into one work item. In fact, the alteration package comprised the single largest work item for the entire overhaul of the U.S.S. Duluth. In order to combine the eight various system alterations into one work package, the specification directed the contractor to integrate 211 primary reference drawings and technical manuals from the eight various systems into one work item. Thus, instead of designing a fully integrated electronic system, the Navy placed the burden on the contractor to cross reference, integrate, and face the problems of 211 drawings and technical manuals of eight individual systems.

The Navy did not attempt to design one electronic system even though the same alterations on other Navy vessels proved that numerous design errors existed. Although the Navy had superior knowledge of the problems that existed with this work item, the Navy made NMIW attempt to comply with a severely defective design package. The maze of confusion and complexity of cross referencing and attempting to interpret and integrate the 211 references without any other instructions, guidance, or engineering to detail the work scope actually intended caused

NMIW to incur substantial additional costs that could not be planned for or anticipated when bidding this portion of the work.

When NMIW began the work package, it soon became obvious that the specification was lacking in the detail necessary to properly install and test the total electronics package. To correct the numerous problems in the integration of these drawings, approximately 50 ADCN's were issued from SUPSHIP engineering memorandum (See Ex. 5), and the work scope of the alteration package grew by 28.5% through the issuance of 32 change orders. These change orders were issued by SUPSHIP to correct the lack of detail, discrepancies, and the inability to adequately integrate the systems per the reference drawings. However, NMIW has incurred additional costs in the installation of the electronics package for which it has not been compensated for.

NMIW has performed additional work beyond what they have been reimbursed for by the 32 change orders in order to install and complete the electronic ship alteration work item. The costs incurred by NMIW include not only defective design problems, but late GFM interferences and delays in resolving design errors.

A detailed analysis of the problems with the electronics package installation is attached as Exhibit 4. This analysis indicates the design problems encountered by NMIW for which it has not received change orders. Schedule 3 indicates that NMIW originally bid 13,143 manhours to accomplish this work item. Through the 32 change orders, the bid plus growth manhours which NMIW received compensation equalled 16,985 manhours.

Additionally, by a re-evaluation of the original bid specification and analysis of the work performed by NMIW, it has been determined that the work package was underestimated by 4,747 manhours, as a re-evaluation identified several pieces of equipment that were not included in the original bid for installation. The remaining manhours, deducting for NMIW's own problems, accounted for 13,537 manhours for which NMIW has not been compensated. Exhibit 4 identifies the major items which attributed to this additional cost.

As described above, when NMIW began its work on the electronic ship alteration package, it soon found that errors and omissions existed when attempting to cross reference the specified drawings. Test problem reports, Nos. 1 through 7, dated September 24, 1985, identified problems with the identification of the RD-397, AN/UYK-20, AN/SRA-38, AN/USH-26, AN/UGC-6, AN/UGC-20, and TT-624V. As NMIW stated on these problem reports:

Test number does not cross reference to new,
number using limited information available.

See Ex. 1.

Another example of the problems in integrating the references existed in the radio room. The new configuration plan specified a high-level black/high-level red installation. However, another reference, Mil-Std 1680B, pg. 14, states that when ships undergo a major rip-out, reinstallation shall be low level red. In order to correct this conflict, several speed letters were sent, as indicated in Exhibit 1. Although the

problem was identified on or about December 11, 1985, it wasn't until January 21, 1986 that a response was received from NAVSEA:

Reference A requested resolution of the conflict between Reference B requirements and LPD6 Shipalt Plans specifying a high-level installation of secure processing systems. Reference B states that the installation should be low-level red, which intentionally falls short of a mandatory requirement.

All other LPD-class ships receiving these shipalts (LPD-360DK, 377K, 515K, 516K, and 653K) have utilized high-level equipments. Low level installations are preferred from a tempest perspective, however, the installation of high-level systems on LPD-6 is acceptable.

See Ex. 1. This small discrepancy between two referenced specifications is indicative of the overall problems that NMIW faced. Six weeks were necessary to resolve just this one problem that existed in attempting to integrate the 211 drawings. In fact, it became a standard procedure for NMIW to seek clarifications on almost a daily basis from SUPSHIP. As a "Heads Up List" of February 3, 1986 states:

- (1) Design problems in the radio transmitter room and associated rework has caused delay in some testing requirements.

See Ex. 1.

During the February 6, 1986 Progress Meeting, the topic of design problems and lack of correction from previous shipalt packages was discussed:

MR. MCMURRY: Item No. B, which is 440-90-001, which is the electronics/comm alt, we've had considerable design problems and we've had a lot of help out of the government getting it resolved. We had some problem on it. We had some delay to the testing program that affect the completion dates, but it is an item of concern because we have quite a bit of work to overcome some of the design problems

in that area. The concern with that item is there probably are some more problems. The DENVER experienced a lot of problems. It appears like the lessons learned on the DENVER have not been fed back into the plans and into the drawings and into the information and I suspect we're going to have more. And if we run into more, we'll appreciate all the help we can get to get them ironed out and it's going to happen but that's a big ship alt and there's a lot of stuff to complete, and so we're concerned with that.

MR. ENZ: In response to that, I understand what you're saying, Jerry, and we appreciate the Contractor's concern in that area. I had our engineering respond to those problems in the communications center the same day in which they arose, and we'll continue to do that in support of the Contractor's production.

See Ex. 1, pages 9 and 10.

The 50% Conference on February 11, 1986 contained the following report on the condition of combat systems:

Now that Contractor is into hook-up stage of the overhaul, we are encountering many print discrepancies which, in some cases, have slowed production. Contractor has made many corrections to the drawings and with the cooperation of SUPSHIP Engineering most of these problems are being resolved daily.

See Ex. 1, page 5.1.

However, not all problems could be resolved by SUPSHIP expeditiously. NMIW's cost performance report of March 3, 1986 stated in regard to the electronics package:

This group shows behind schedule. This condition exists because of the slippage of schedules beyond original schedules due to growth work and design problems that have been experienced to date.

See Ex. 1.

The schedule slippage became a topic in the March 27, 1986 Progress Meeting:

Castroni, have some comments on electronic work?

MR. CASTRONI: Okay. In some of the combat systems meetings I indicated that I didn't think we were where we should be in the overhaul in order to achieve some of the test sequence networks and also to support some of the people that we are bringing in like NAVALEX. We did bring in NAVALEX this week for antenna couplers and for teletype. And there was a feeble attempt by them to do as much as they could to groom the equipment; however, it was lacking in some areas. We have some problems in the switchboard, and the teletype man left yesterday; all of them, in fact, left yesterday. So we're really not where we should be as far as meeting some of the schedules that we have set up to bring people in.

We had scheduled crypto repair facility to come in next week; however, we're not ready for that and we're going to have to reschedule that again. And that has been brought up at the combat systems meeting several times. And I think to alleviate a lot of this, we should have a satellite meeting, possibly bring it up maybe at the combat systems meeting, and have a contingency plan how we are going to meet these schedules that we have because, once we start slipping here, we're going to slip somewhere else.

And I don't know whether it's possibly no manning. I think that the Contractor and also the subcontractor have both worked overtime on this; however, we have to come up with some kind of a solution. And I do know that the Contractor and subcontractor out there on the ship has done a great effort. People that I do see out on the ship are working and so we've got to come up with some kind of a plan.

See Ex. 1, pages 13 and 14.

Other examples exist of the problems with the referenced drawings and need for clarifications. SUPSHIP Boston provided an

on-site representative to provide technical support and revised arrangement drawings to facilitate radar repeater installations.

As an April 3, 1986 speed letter states:

The purpose of this message is to advise on Supship Boston's Plan of Action (POA) to support subject equipment replacement as requested by Reference (A).

Supship Boston on-site rep (S. Fontaine) currently providing technical support for equipment replacement including wiring interface data and foundation modifications. Supship Boston to provide revised CIC arrangement drawing for record purposes about 4 April 1986.

Plan noted by Para Two should adequately cover all technical information required to complete the radar repeater replacement.

See Ex. 1.

Thus, in order to proceed with the electronic's ship package, NMIW required continual support from SUPSHIP Seattle and other government facilities in order to resolve the problems with the defective drawings and specifications. As the April 10, 1986 Progress Meeting states:

MR. MCMURRY: Yeah, one concern that deals with combat systems is the late turn on of Revision B and Revision C modifications of the cabling on the WSC-3. I think it was unavoidable and we're going add it as rapidly as we can. Really, the real concern is, is there anybody else out there between 921 and other places that might know about the communication installation on this class of ship that are modifications that we haven't heard about? And that's a rhetorical question because if we knew it, we'd be working on it. But very definitely that impacts testing and those kind of things. I've asked PacOrd to work over the weekend. We've been given authority to do that and we will work PacOrd however necessary to get caught up on it.

MR. LLOYD: Jerry, I didn't know anything. We're talking to you before we ever get a piece of paper out, so we're not trying to sandbag you or anything. We're doing our best and we give you heads-up notice when we get things like this, but this is a first time alt for this class of ship so everybody is learning from this.

MR. ENZ: Jerry, one other thing on that, I just want to say that we have taken steps to assist in the installation of this as much we possibly can. I have contacted SupShip Boston which, as you know, is the design agency, and we've requested that the electronic design rep from Boston, on site rep, stay another month to assist us in these communication combat system alts that have been real difficult connecting because of these type of problems, and he will be back in a week. He's gone this week, but he'll be back the week after next for another month.

See Ex. 1, pages 14-16. However, as stated above, NMIW has not been compensated for all of the effort necessary to install the electronic's ship alteration package.

The problems that NMIW has identified in Exhibit 4 are further examples of the Navy's attempt to force the contractor to integrate 211 drawings instead of adequately redesigning the alteration package. Cable lengths shown on the drawings and bill of materials were significantly shorter than required on the vessel. NMIW submitted condition report Nos. 942, 950, 951, and 992, however, the Navy denied that any change order was entitled to NMIW. The Navy cited General Notes 5 or 8 on each reference drawing which stated that the cable lengths were approximate, and actual lengths would have to be determined at the time of installation. Thus, the Navy's drawing attempted to lay out the routing of the cabling, identify the lengths necessary on the bill of materials, and then through the general notes disclaim

any error in the cable length information. NMIW reasonably relied on the drawings and bill of materials to determine the cable lengths. The Navy cannot disclaim its liability or the significant design defects in the cable lengths by such a general note. Additionally, SUPSHIP Engineering Memorandum (See Ex. 5) states that in other instances where cable lengths were too short, CDN's were issued to compensate NMIW for its increased costs. Thus, in one instance SUPSHIP acknowledged that a change for the defective specification was required and in another instance denied such a change.

Other design defects included foundation drawings that did not match the transformers that were required to be installed in the communication center. Interferences with existing ventilation ducting and structures were also a design defect when NMIW attempted to install the equipment in accordance with the referenced drawings. Foundation and equipment racks for the radio transmitter room were also not designed on the reference drawings to match the equipment configurations. Design defects also existed in lighting layouts for the transmitter room. Finally, NMIW was required to remove and reinstall various pieces of equipment that were not specified, or were specified to be removed but not re-installed. In summarizing the electronics alteration package, NMIW's subcontractor PACORD stated in a June 27, 1986 letter to SUPSHIP:

4. Following are the lessons learned during the U.S.S. Duluth overhaul.

* * *

- b. The electronics shipalt design guidance was generally inadequate for both physical layout and electrical hookup. The drawings contained errors and inconsistencies which caused production delays and unnecessary expenditure of funds. The design activities must be encouraged to increase the quality of the shipalt guidance package before it is issued.

See Ex. 1. Additionally, repairs were necessary even after the ship left NMIW because of design errors in the shipalt package.

As a SUPSHIP appropriation form dated July 1, 1986 states:

1. Confirming reference A; increase funding by \$961.00 for extended time for crypto installation, testing and checkout due to multiple errors in government referenced drawings.

See Ex. 1.

In addition to the design defects described above, late delivery of GFM also impacted the electronic ship alteration package. Late GFM included control units, antenna couplers, mounting racks, receivers, hand sets, and secure radio equipment. These problems became the subject of several telephone call memorandums, speed letters, and status reports. One of the initial GFM problems that arose was the delivery of special purpose test equipment necessary for testing of the electronics equipment. As an October 25, 1985 SUPSHIP telephone memorandum states:

Only eight sets of SPTE are available on West Coast. May be some problem in acquisition.

See Ex. 1. This telephone conversation was followed up on October 27, 1985:

Call placed to reserve and request special purpose test equipment for U.S.S. Duluth (LPD-6) for checking external communications.

A. Mr. Shaffer said the Duluth is not on his list for ships receiving the special purpose test equipment. He will have his supervisor, Mr. Hoch call me.

See Ex. 1.

Beginning in November, 1985, the electronics GFM began to become a visible problem area. As Mr. Lloyd stated during the November 14, 1985 Progress Meeting:

GFM still a problem . . . and electronics, I guess, is another big item. Ship alt missing material.

See Ex. 1, page 4. On November 19, 1985, SUPSHIP's surveyor's weekly status report identified GFM problems with the SPS-10, SPS-40, radar antennas and Tacan antennas. As a result of the problems with the electronics ship alteration installation package, the surveyor commented:

Contractor is setting stage to move start dates of combat system testing backing by 75 days.

See Ex. 1.

The problems with defective design, problems with unavailable test equipment, problems with late GFM caused NMIW to re-evaluate the start of testing. During the 25% Conference, NMIW reported on December 10, 1985, on combat systems:

We have no delivery dates as yet for some GFM. These items are being expedited by SUPSHIP and we are assured there will be no problems involving scheduling. However, the later this equipment arrives the more impact it will have on installation and testing.

The Stage 3 testing date has been adjusted to 15 March 86 from the original schedule of 13

February 86 which is a much more realistic date.

See Ex. 1. Problems continued as indicated by a December 17, 1985 SUPSHIP speed letter:

Original completion/delivery date of subject coupler requested was 15 December 1985 to support production effort and interfacing of electronics ship alts . . .

Reference A discussed procurement of critical equipment required to complete IMA overhaul of AN/SRA-60. . . .

Request Priority Level 03 be instituted to avoid adverse impact/disruption and potential delay claims of electronic ship alts and combat systems integration test.

See Ex. 1.

GFM problems continued, however, as indicated by the following speed letters:

In response to Ref. A the following information is submitted:

- A. Requestion N65584-5346-7980, 8 each capacitors, variable, 9N 5910-00-139-2031 has been upgraded to Priority 03.

* * *

- C. Latest requirements to satisfy overhaul completion is 6 each variable compacitors, 2 each center shafts P/N 14C0523H01 and 4 each center shafts P/N 14C0529H01.

All possible sources being investigated.

Speed Letter dated December 23, 1985. See Ex. 1.

Qty (1) AN/SRA-57 Multi Coupler urgently required for completion of ship alts 605K in U.S.S. Duluth LPD-6. Per Ref. (C), SPCC holds Priority 03 . . . under back order . . . therefore, request you take expeditious action to refurbish unit from CG-10 to fill LPD-6 ship alt requirement.

Speed Letter dated January 15, 1986. See Ex. 1.

IRT Ref. A, Ref B advised material not yet received for repair at Navelex Portsmouth. Upon receipt of material, Ref. C repair will take an est. 2-3 weeks if unit has field changes.

Speed Letter dated January 17, 1986. See Ex. 1.

Two HNF-2A kits . . . were shipped from NSC Oakland on 5315 via air parcel post (Mode H). To date, the HNF-2A's have not been received.

Speed Letter dated January 24, 1986. See Ex. 1.

These various speed letters indicate the problems with the delivery and installation of the electronics equipment. However, while NMIW was attempting to comply with the defective specifications, and late GFM, it was under the constant pressure to complete the overhaul on time. SUPSHIP continually emphasized the fact that the U.S.S. Duluth was the lead ship of a public/private competition program that required favorable results from NMIW. In fact, SUPSHIP Seattle utilized this same emphasis in trying to expedite late GFM. As a February 1986 speed letter states:

Refs. A and B discussed shipment AN/SRA-57 Multi Coupler and required on board date. . . .

Request confirmation shipping fastest traceable means to arrive on board U.S.S. Duluth (LPD-6) no later than 4 March 1986.

U.S.S. Duluth (LPD-6) is lead ship of congressionally mandated public/private competition program.

See Ex. 1. Thus, SUPSHIP not only attempted to pressure NMIW into completing the program with reference to the public/private competition, SUPSHIP also used this same tactic with other

government facilities. However, problems with GFM continued.

Surveyors status reports indicated:

AN/SPS-10 is cleaned, inspected, lit-off and in process of alignment. Late receipt of GFM antenna will be a problem--so far no onboard date is established.

See Schedule 3. Additionally:

Contractor identifies TA-970/UAM-3729 and antenna couplers as GFM problems impacting work. However, the contractor has cables to pull and miscellaneous equipment requiring installation which shouldn't be long lead time items and efforts should be made to get some of the CFM installed while we are all waiting for hard to get items.

See Schedule 3.

Thus, as can be seen, NMIW was significantly affected by the problems with design and late equipment. Exhibit 4 details the major items that comprise the uncompensated work effort. Had the Navy adequately designed and prepared the electronic ship alteration package, these problems would not have occurred. And yet, the Navy was aware of many of the problems that would occur from installation of these various systems on other Navy vessels. As a November 25, 1985 telephone memorandum indicates:

At the Req. of 660.2 called Mr. Brumley to discuss equipment turnaround for AN/SRA-49, 56, 57, 58, 60, URA-17, and CV-2460 equipments. Mr. Brumley indicated Duluth was one of three ROH-S which all had this equipment required that were being worked simultaneously.

See Ex. 1.

On January 24, 1986 NAVSEA sent information to SUPSHIP concernig other ROH's being performed on the LPD class. As NAVSEA's letter, Serial 93131/4154 states:

SHIPALT packages among the 6 ships were similar with regard to communication upgrade, with LPD-13 having the largest package and the most similar to that of the U.S.S. DENVER (LPD-9).

See Ex. 1. Additionally, in a January 29, 1986 speed letter:

As FMA, Navelexcen Portsmouth is accomplishing subj. ICO's for various Supship activities. Normally funding for efforts forwarded automatically. Since FY 86 however, fundings sporadic. Request funding in amount of \$14K before forwarded on RCP for the foll. ships:

- A. U.S.S. Duluth
- B. U.S.S. Shreveport
- C. U.S.S. Santa Barbara
- D. U.S.S. Durham

See Ex. 1. As the various systems were being integrated on numerous Navy vessels, other overhauls were experiencing the same or part of the electronics work package installation. The Navy never informed NMIW of the various problems encountered in installing these systems.

In addition to the problems with a defective specification and late GFM, NMIW also encountered delays and disruptions caused by the ship's force. The ship's force interference included restricted access to the ship's service electrical switchboards. Permission had to be requested from the ship's captain each time a craftsperson needed access to perform work. If all power could not be turned off to the switchboard requiring work, access would be denied to perform any work. Additionally, ship's force removed and stored numerous pieces of equipment that NMIW was required to include in the ship's electronics package. Material and equipment losses incurred numerous times during the overhaul and installation of the

electronics package. These interferences caused additional delays and disruptions to NMIW's planned sequence of work, for which it is entitled to be compensated.

The problems described above with defective design, late GFM, and the Navy's superior knowledge of the design and installation of the electronics package are supported by the weekly status reports, telephone logs, test problem reports, and speed letters attached. NMIW is entitled to be compensated for the costs presented in this submittal. The Navy was aware of the critical nature of this work as the Navy's Critical Path Analysis of April 25, 1985 identified the combat systems as critical path work. See Schedule 5. Additionally, Navy notes taken at the Turnover Conference of September 11, 1985 state:

1. SHIPALT/Line Item 449 - Combat Sys.
Don't get behind schedule. Hard to catch up.

See Ex. 1. However, while the Navy was aware of the critical path status of this item, it nonetheless caused NMIW to "redesign" the package and, in doing so, caused substantial losses of labor efficiencies and additional costs for which NMIW has not been compensated.

G. Impact on the U.S.C.G.C. Storis

Along with the overhaul of the Duluth, NMIW was performing an overhaul of the U.S.C.G.C. Storis. Both the Duluth contractual drydocking milestone and Storis contracts were administered by SUPSHIP, Seattle.

The overhaul of the Storis commenced on November 12, 1985. The major focus of the Storis overhaul was the removal of the Cooper-Bessemer main diesel engines, including their support systems and auxiliaries and the subsequent replacement with EMD main engines. The installation of the EMD main engines involved new support systems, including lube oil, fuel oil, sea water, freshwater piping systems, and auxiliary equipment with new controls and monitoring systems. Additionally, a new enclosed engine room control station was to be installed. To support the installation of the new main engines and engine room control station, NMIW was to install new engine exhaust systems, distilling plants, boilers, and ventilation.

Another requirement of the Storis overhaul was the scaling, citric acid cleaning, and painting of the engine room bilges. To properly accomplish this effort, the engine room machinery had to be removed, bilge scaling done, new engine foundations fabricated and installed, citric acid cleaning performed, and completion of painting while on drydock. Following this engine room effort, the main engine installations could begin, with engine alignments and machining to be done after drydock when the ship was afloat at the wet berth. After the engines could be aligned, the supporting machinery, equipment, and piping systems could be fabricated and installed. Thus, the main engine room work effort required intensive sequence scheduling and coordination in order to properly accomplish the work effort within the contract time period.

At the time the Storis was bid, the undocking of the Duluth was scheduled for December 20, 1985. NMIW originally planned that the Storis would be placed on drydock on either December 23 or December 27, 1985. While on drydock, NMIW planned to inspect the hull, sand blast and apply prime coats of paint so that the bulk of the drydock work (i.e., see Valves, New Sea Chest, Tail Shaft, Propeller, and Rudder work) could be started by January 2, 1986, without interference or impacts to the main engine room scheduling.

Under this original plan, NMIW scheduled undocking for January 18, 1986 which would allow the main engine room effort to begin by Monday, January 20, 1986. However, shortly before the award of the Storis contract, the undocking of the Duluth was tentatively rescheduled for January 11, 1986. Thus, NMIW rescheduled the drydocking of the Storis. NMIW rescheduled drydocking of the Storis following the January 11, 1986 Duluth undocking.

The rescheduling of the Storis drydocking, caused undocking to be rescheduled until early February, 1986. Although the drydocking was extended by approximately 21 days, NMIW determined that the drydock period could be shortened based on the scope of drydock work and maintain the as-planned schedule. Thus, the drydocking period was reduced to a two-week period based on straight time labor hours. However, it was apparent that any additional problems encountered would cause significant impacts and would seriously jeopardize all milestone points.

NMIW began the Storis overhaul with extensive asbestos removals through November, 1985, and attempted to complete machinery removal by December 20, 1985. This effort was accomplished on a one-shift basis only, with manning kept low to save manhours for the shortened drydock period and the machinery installation period to follow.

When Duluth was drydocked, it was immediately obvious to NMIW and SUPSHIP that extensive hull repair and new zinc installation was required. The original Duluth undocking date of December 20 or the rescheduled and planned undocking of January 11, were now totally dependent upon the authorization and repair of the Duluth's hull and zincs. However, due to the delays in authorizing the bottom repairs of the Duluth, the undocking of the Duluth was again rescheduled, extending the Duluth undocking to February 1, 1986. The rescheduling of the Duluth undocking, and its impact to Storis, became a topic of the weekly progress meeting of December 5, 1985. Although the extent of the impact on Storis could not be determined at that time, Mr. McMurry stated:

Everyone is aware that we have scheduled Port of Portland in Drydock 1 for 1 February, Saturday, to undock the ship. That impacts the Storis slightly but not a problem. If we move in further, we'll impact the Storis and other ships downstream.

See pg. 9 of Ex. 1. Thus, NMIW had notified SUPSHIP that the rescheduled undocking of the Duluth, caused by late authorization and extent of the repair work, had impacted the Storis overhaul.

An analysis of the Storis overhaul has revealed that the final rescheduling of the Duluth undocking caused extensive

disruption to the Storis overhaul. When the undocking of Duluth was extended to February 1, 1986, the extensive underwater hull repairs and late authorization to proceed on Duluth caused NMIW to totally resequence its work effort on Storis. A new drydocking date of February 7, 1986 was now scheduled with an undocking date of March 7, 1986. Provisions were made to maintain the Storis schedule with the February 1, 1986 Duluth undocking, by a re-sequence of work and modification of planned manhour expenditures. Scaling and cleaning of bilges was commenced prior to drydocking. Additionally, manpower was kept low during the pre-drydocking period to allow a quick turnaround on drydock and maintain the as-planned manning expenditures and schedule.

The schedule impact from the Duluth undocking, obvious extensive additional repair work, and delays in authorizing the repair, caused NMIW to begin unplanned extensive overtime and backshift work on Storis at drydocking. NMIW began 10 hour work days and 7 day work weeks in an effort to reclaim the lost and compressed time on Storis caused by the extension in undocking the Duluth. This additional work effort caused NMIW to incur overtime costs which were not anticipated when it had originally planned to work on a straight time, day shift basis only. This disruption to Storis also caused NMIW to work less efficiently due to the necessity of additional manning required in a very confined engine room space with limited access.

By the March 6, 1986 undocking, NMIW had retained its schedule and total anticipated manhour expenditure. However,

NMIW incurred an unplanned overtime cost for this effort. The extended overtime hours attached in Ex. 7, expended during drydocking detail the hours not planned or anticipated for. These additional hours were the direct result of the extensive hull repairs and extended undocking of the Duluth. These hours have not been included in any change or request for equitable adjustment. NMIW is entitled to be compensated for the impact caused to Storis by the hull repair work and extended undocking of the Duluth.

The damages attributable to Duluth are calculated by applying the shift differential ($\$48.76 - \$32.63 = \$16.13$) for overtime to the total hours spent on overtime through February 27, 1986. Overtime spent on drydock after February 27, 1986 was compensated by change orders for rudder repairs for crafts 11 (boilermakers) and 14 (machinists). Thus, only overtime for all other crafts are included for the drydocking period following February 27, 1986. One thousand one hundred forty and one-half hours (1,140.5) of the unplanned overtime x $\$16.13 = \$18,396.27$ damages attributable to the U.S.S. Duluth.